

# Seattle Design Commission

**APPROVED**

**Minutes of the Meeting  
19 October 2006**

Greg Nickels  
*Mayor*

Karen Kiest  
*Chair*

Tasha Atchison

Pam Beyette

Evan Bourquard

Brendan Connolly

John Hoffman

Mary Johnston

Anindita Mitra

Dennis Ryan

Darrell Vange

Guillermo Romano  
*Executive Director*

Layne Cubell  
*Senior Staff*

## **Projects Reviewed**

DPD Planning Updates  
Woodland Park Zoo West Garage  
Hancock Fabrics/Fauntleroy Place  
Greenwood Ave North Improvements

Convened: 9:00am  
Adjourned: 3:00pm

## **Commissioners Present**

Karen Kiest, Chair  
Pam Beyette  
Evan Bourquard  
Brendan Connolly  
John Hoffman  
Mary Johnston  
Dennis Ryan  
Darrell Vange  
Tasha Atchison  
Anindita Mitra

## **Staff Present**

Guillermo Romano  
Layne Cubell  
Tom Iurino  
Heather Nelson



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**19 Oct. 2006 Project: DPD Planning Division Update**

Presenters: John Rahaim, DPD

Attendees: Seattle Design Commission and staff

**Summary:** The Commission thanks Planning Division Director, John Rahaim who, in his bi-monthly update, briefed the Commission on new initiatives and updates on ongoing projects, and discussed recent work of the Commission itself, including:

- Alaskan Way Viaduct/Seawall and Central Waterfront Plan
- Early ideas for 2007 work on the Design Review program evaluation
- A new planning initiative in the University District and need for assistance from both the Planning Commission and Design Commission
- Plans for ongoing work in 2007 on the Center City open space gap analysis
- Acknowledges the Commission's recent work reviewing plans for SR-520 and conducting a workshop on the Public Safety Building site and appreciates their interest in staying up to date with both the SLU Streetcar and Center City open space planning efforts.

Rahaim noted that Governor Gregoire will make a decision about the Viaduct project by the end of November. The Commission would like to help refresh the Central Waterfront Concept Plan and talk again about current priorities, noting that a half-year has passed since final documents were produced, and it is time to look again at Waterfront uses. The Commission would like to see the concept plan transfer to a more proactive and specific one for the public realm.

The SR520 Replacement Project presents a complex situation and the state acknowledges that it doesn't have the full funds to do any of the options. John suggests involving urban design experts in the entire process of design, as was done with the Viaduct project which has worked from the beginning with San Francisco's ROMA Consultants.

The discussion of the Public Safety Building Site centered around some recent discussions held at the Public Art Advisory Committee and the need to follow up with FFD following the Commission's recent workshop and integrate design and art. The Design Commission would like to reinforce the "cultural café" notion, assuring that art is important at the site. The strength of the RFP is how it hearkened to the need to retain the vision of the civic center. Also, appreciate the strong commitment in the RFP that the open space should not be owned by the developer but by the city, and managed by an independent agency or nonprofit organization.

Looking at the 12 year old Design Review program will be a work item for 2007 and the Planning Division hopes that the Design Commission with its role as an independent body of design professionals will be a sponsor of the analysis. John pledged to engage the Commission in reviewing the scope at his next briefing in December and would also like to meet with those Commissioners who would like to be involved. The Commission noted its desire that consultants help with this work, as well.

A new initiative likely for 2007 and a real opportunity for collaboration between the Design and Planning Commissions are community workshops centered on urban design and planning work in the University District, focused around the Safeco Tower and nearby undeveloped parcels, including several surface parking lots that Safeco previously owned. This work will also take into consideration the proximity to the future Sound Transit light rail station. This project should be approached in a more focused and strategic manner than the SODO district plan and the hope is to get underway by the first quarter of next year. The Commission was very open to playing a role and would like to review a more detailed scope at John's next visit. They will identify a small group of Commissioners who would be interested in working on this initiative.

The Commission noted their concern for ongoing review of the SLU Streetcar, and are especially eager to get an update on stations that are being developed in cooperation with private developers to ensure they are of high design quality. Some stations seem to be exploring wood, rather than the glass/steel prototypes reviewed by the Commission last year. SDOT will be asked for an update.

Finally, the Commission noted its ongoing interest in downtown open space planning. John acknowledged that Center City work in 2007 will include a gap analysis study, a scope is being developed for that pledged to update the Commission on that later this year.

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**19 Oct. 2006 Project: Woodland Park Zoo – West Garage**

Previous Reviews: January 5, 2006; March 15, 2006; June 1, 2006; July 6, 2006

Phase: Design Development

Presenter: Jim Maxwell, Woodland Park Zoo  
David Hewitt, Hewitt Architects  
Kris Snider, Landscape Architect, Hewitt Architects

Attendees: Paul Diedrich, KPFF  
Scott Ringgold, Department of Planning and Development  
Esther Bartfeld, Zoo Neighbor  
Paul Andrews, Save Our Zoo

Time: 1 ½ hours (SDC Ref. # 221| RS0612)

- Action:** **The Commission appreciates the furthering design of the Woodland Park Zoo West Parking Garage. The Commission especially appreciated the update on landscape design, including the new plant palette using site appropriate native species. With a vote of 8:1, the Commission approves the Design Development of this project with the following recommendations.**
- **Consider relocating or expanding the green screen to the upper level and incorporating more plant materials on the upper levels where the building and the sky meet**
  - **Suggests that the south walls carry more substantial greenery and the walkways here should also incorporate more green material and the team generally pay more attention to the south entry environment and circulation axis**
  - **Urges team to incorporate water treatment at the site, perhaps as a visible, educational part of the design**
  - **Appreciates the change of building materials from masonry blocks to metal cladding and beams which encourage a play of light and shadow. Would like to see more next time on the architectonic details, color of materials, and how the materials come together**
  - **Appreciates how the designers have taken on the role of users in anticipating the sequence of movement from parking to the entry gate.**
  - **Looks forward to the design of way-finding systems for both vehicles and pedestrians, and larger identification of routes to and from the garage from the arterial system**
  - **Suggests less stylized, more realistic illustrations or renderings of the project to more fully understand shades, shadows and seasonal differences**
  - **Urges the team to consider again the treatment of exterior walls as a means to break up the linearity of the building, and**

- **Commends the Zoo on keeping the design process transparent on this controversial and challenging project.**

**Commissioner Mitra dissented on approval of design development, feeling that the team could do better, and that Seattle deserves better than the current development of this project.**

The Design Commission has seen this project 4 times previously. The last presentation was a schematic design update in July, at which the Commission voted 6 to 3 approving schematic design. Today the Commission is looking at design development. Commissioner Vange disclosed that he served on the Zoo Society board years ago and Commissioner Connolly disclosed that he worked on an adjacent, but separate project at the Zoo, the new Zoomazium.

### **Proponents presentation:**

The team addressed those follow up issues identified in the Commission's last review in July 2006. These were: Master Plan update, the west entry, landscape design details, public process update, and design guidelines for the garage from the Long Range Physical Development Plan (LRPDP). A review of siting information and other existing conditions including entrances were discussed to show context and scale of the proposed garage.

The team states that the garage design is consistent with the design guidelines. The team is aware that some do not agree, but asserts that the zoo does need the 700 parking spaces. RFEIS looked at and analyzed an 888 car garage at same location. A compromise was struck, bringing the size down. The final count now is 710 parking spaces, achieved by a dramatic reduction in onsite staff parking. Refers commissioners to p. 66 of the LRPDP, outlining design guidelines for utilitarian structures. The public has been involved at two workshops and three open house meetings, with the most recent on September 19. The zoo applied for a master use permit to DPD in September, and EIS Addendum is expected to be issued on Monday.

The building is located on the NW corner where existing parking lot and trailers for administration are located. This site will go through change over time, which the presence of garage will certainly influence. The team acknowledges that the insertion of a parking garage in the zoo is tricky design problem, and the real balance to be struck is between landscape development and the new building. This needs to be a building of both substance and quality. The team has designed with devices to reduce the garage's impacts on landscape, recessing building, and berming around it, and including green screens, a vertical wall of vines supported by earth below it. They would also like to address issues of mitigation in terms of light from building itself and from autos, noise from autos, from tires, and have examined issues that have been raised about sustainability of building. Recycled steel is used, concrete which can be recycled, and daylighting practices in terms of energy conservation.

Ticketing for the zoo occurs at north parking and at the west end. A new west entry is part of the long range plan, with an arrival sequence from Phinney to this space. The ticket entry then proceeds into the zoo adjacent to the north meadow. The garage is organized so it is recessed into the grade, then slopes up again. The lowest level is at a negative 1.5 feet. Stories are about ten feet floor to floor. Three stories with parking on roof makes for a total of 4 levels of parking. The entire structure is 34 feet high, including the handrail. Street entry brings you into the garage. Option is available to park here or in the existing North parking lot. Floors in the parking garage are flat to accommodate baby carriages and ADA access. A dedicated pedestrian path is provided

through the garage, perpendicular to the parking rows and exit onto the plaza. Other floors are accessed by a dedicated pedestrian walkway that is on edge of garage. Vehicle ramp area is sheathed. Last time proposed concrete block with paneling as way to handle acoustics, but in the meantime, the team changed their minds about the material. The team has broken the façade down and incorporated angled elements, no longer orthogonal to pathway. This helps with two things, angles make the space more interesting to look at and also breaks down acoustic effects. Inside metal walls are made of perforated acoustic panel, a steel decking with holes that absorbs sound. Outside batten works in conjunction with landscape adjacent to it. Quaking aspen, birch, provide a nice light quality. Idea of vertical geometry and freer form of shadows of trucks and foliage is an interesting combination. The elevator core provides a perspective of the zoo campus, a richer experience, and enough room for strollers.

Levels three and four provide a porch, 22-23 feet above grade. Fir tree and cherry trees are important for creating a sense of enclosure and connection to the west entry. The SW corner is partially recessed into the grade, and the entire West elevation has a green screen treatment with openings in it to get a glimpse of the building within. The building is made of steel beam joists 30 inches deep and perforated, painted white on inside leaving exposed galvanized materials on underside of the decking. Outside will be dark green to recess into the trees. Berms incorporate the spoils of excavation and are higher than second level of garage in this location. The east side of the building brings more life and naturalness. Temporary storage buildings necessary for conducting events will be located west of the north meadow and eventually will be absorbed in new events center. How do we enliven this landscape? Devised a way to berm against the building in 2 locations, and created an undulating pathway, moving up and down as well as east and west, giving the pathway itself some interest. On the North façade, vertical metal batten walls are angled with a progressively wider batten rhythm so the first anchors façade and others echo that. Again, here the foliage and trees screen the garage quite well.

The overall landscape architecture is intended to feel lush, and generous setback is provided from walkways and roads with few exceptions, one where orientation has to happen at garage pedestrian entry so people can understand and get oriented, and another at the bike parking area. Land forming and landscaping make it feel like a landscape experience. Garage sits in a Northwest temperate landscape, and all plant material in this zone is based on native plant material, chosen by horticultural staff of the zoo, with the Landscape Architecture firm working with them on massing. Horticulture staff will get the largest and best plant material within their budget. 2 acres surround the development. The team is also trying to retain as much existing material as possible. Only about 35 trees are being removed, a few at the entry. Putting in around 120 trees, making this a good tradeoff. Working closely in coordination with horticulture staff and architects to make sure blending occurs, not just an architectural or landscape solution. On West side, plant choices include Amelanchier, Birch or Quaking Aspen, strong vertical shapes with evergreen plantings underneath. Entrance from North lot is through existing fir, some already slated for removal due to decay. Earlier Design Commission comments have produced a response to really bolster the landscape edge. Design intent is to make you feel you're in an interesting walking environment, from a meadow into several layers of landscape, combining evergreen and deciduous plantings. On the west side the team wants people to understand the transition from landscape going from urban city neighborhood into the zoo as a little more ordered and structured, but not formal. The big sycamores will stay, creating a powerful edge. Eventually connection through to the sidewalk and a welcome foyer if-you-will through the gates. Eddy terraces on either side function for school groups, and open to bigger gathering spaces.

## **Key Commissioner Comments and Concerns**

- What aspects of the design guidelines are addressed?
  - Garage design follows the guidelines for utilitarian structures and the overall guiding principles, understanding it's a one off, with its own section in guidelines, but rooted in the idea it needs to be well integrated within site and well screened. They encourage looking at how it works from guest perspective and provide design criteria that focus on resource conservation, landscape emphasis, then goes into architectural emphasis.
- Can you explain approach to light shielding, apparently using heavy timber in places?
  - At entire edge of garage, low screens are provided with upstand of 2 feet of concrete, woven wire mesh which forms handrails, a little higher for crawling kids. At grade in some locations you can look into the garage, so in that case, horizontal timber is also employed that will integrate and support landscape features. Also at south face on plaza level. Wherever berms occur, using wood as simply decorative, at grade as a thread at level of pedestrian. Size of timbers? 2x8'. Very direct. Not trying to make elaborate. Simple wooden screen, attached to inside. Treated, may need to be replaced over time.
- Can you describe the elevator core and stairwell? Is the south elevation shown in more detail?
  - Depicted two ways, remember the core circulation form is now turned. Basic frame is rectangular steel frame, no angle bracing necessary, enough muscle out of beams. 12x12 members with glazing between. Overrun is simple louver with glazing below and belvederes which are covered. Remember that below is main gathering and ticketing area. Using this form to help people identify building from a distance and show them where to go, good deal going on at south edge.
- Is there a water recovery deal in this design?
  - Not at this time. At stage of looking at ways to recycle in landscaping, looking at majority of properties in area on combined sewer, not ideal environment, looking at mitigation by attaching up to main storm system so that material can be treated on site and recycled. But we don't have a tank system per se.
- Will there be 2 perimeter fences, typical of the Zoo?
  - Yes, we're keeping the animals in and need to abide by federal regulations protecting the public from escaping animals. Those are about 8 feet high, regulated, we don't have any choice. Black cyclone fencing. Immersing those in landscape treatment to minimize their presence, but they are there. Existing is galvanized, more visible, and only 6 feet.
- What about Signage?
  - Not yet, nature and way-finding will be important later.
- Will there be restrooms nearby?
  - Inside north entry, west entry in food pavilion and Zoomazium. Also, new west entry will have restrooms, wayfinding, etc.
- Difficult to understand extent of green screens from drawings, what's the material?

- Selecting vines with horticultural staff. Any number of vines we might use. Deciduous or evergreen? Probably deciduous, look at Capital Hill Library. Will have seasonal looks. Not goal to be green year round, goal is having layers that soften the scale of garage. Mix of evergreen and deciduous in vines and plantings.
- Appreciate that green screens are great but, have a certain thinness about them, virtually disappear in winter time. There is the potential to have almost the appearance of planted roof if you do something along the perimeter at the top, do something besides the rail.
- Stormwater should be addressed. Opportunities exist to incorporate bioswales, etc. How is the structure dealing with those issues? Anything we can do to support that landscaping with water that's coming from this enormous structure should be done.
- Historically we have struggled with this project in terms of scale, transportation issues, and its context, and in terms of our charge of DC to focus on design. We still have this struggle, but appreciative of team's response, and the way the design responds to the public who are using the facility.
- Not convinced with vertical metal panels with how they look from this drawing. It looks un-thought-out. Asking for more architectural elevations.

#### **Key Visitor Comments and Concerns**

- Scott Ringgold, DPD: have recently taken in master use permit, have not yet noticed project, first step is to adopt the EIS, deal with issues specific to garage timeline. This should be released Monday, 10/23. At that point, white signs will be put up and everyone will see and be able to comment, will accept comment from public for another week.
- Esther Barber, citizen, believes this plan is a last minute compromise. The community wanted the building to be located on the South not Northwest edge. Budget for that was not approved by Mayor and several members of Council. The building will be 240'x250' along Phinney and will overwhelm the historic Norse home, a 6 story building nearby. Also, the total footprint is 65,000 sq. feet and will impact in magnitude the open space and street edge. Also, concerned that the project is fundamentally changing traffic patterns with a new stoplight even and wonders why are we making an entirely new street into project when we already have curb cuts? Is there going to be any independent inquiry into costs? Generally, construction materials costs have increased.
- Paul Andrews, Save Our Zoo, expressed concern about sustainability aspects, stating that the garage will promote greenhouse gases and encourages car use. He feels that the garage is not needed. He stated that according to the survey conducted in conjunction with the zoo EIS, people said they'd continue to park on streets even if parking was offered. He suggests that parking is only needed in peak times during certain months, otherwise, the garage will not be used. He commended the Commission for its good work, but wondered about its disclosure and refusal process, observing that several members seemed to have ties to the Zoo.
  - Chair Karen Kiest responded that the Commission follows the City's boards and commission ethics process and has all along with this project. Has tried to give the project a fair review of its design aspects, as is the Commission's charge. Appreciates public comments that stay germane to this.



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**19 Oct. 2006** Project: **Hancock Fabrics/Fauntleroy Place**

Phase: Alley Vacation Follow Up

Previous Review: September 07, 2006

Presenters: Easton Craft, Bluestar Development

Barbara Hartley, Bluestar Development

Attendees: Peter Stricker, Stricker Cato Murphy

James Blisset, Stricker Cato Murphy

Beverly Barnett, Seattle Department of Transportation

Michael Dorcy, Department of Planning and Development

Time: 1 hour (SDC Ref. # 170)

**Action:** **The Commission thanks the team for a thorough presentation, and conditionally approves the vacation, believing that the proposed alley vacation relocation is justified from an urban design perspective, with the following recommendations:**

- **The Commission notes that access and delivery flows appear to work, assuming the arcs function for truck delivery, but will defer that more specific assessment to SDOT**
- **The Commission acknowledges the team's effort to accommodate pedestrian needs and desire to make a formal alley out of a de facto alley but recommends an additional analysis on the massing of the building and its effect on the site conditions**
- **Regarding the public benefits, the Commission appreciates improvements to the existing triangular open space with landscaping amenities, but questions the upper level open space as a public space, noting that its location is more beneficial to residents and businesses than general pedestrians.**
- **The Commission suggests enlarging the lower level public space, investing in art pieces for that space and looking around for more ground level areas on site for pedestrian-oriented public benefits.**
- **The Commission looks forward to seeing the project again to review the public benefits package further.**

The Commission was presented with this project in September, but asked the presenters to return with a more complete briefing of this alley vacation proposal, since the design materials had inconsistencies that made it hard to understand what was being proposed.

**Proponent's Presentation:**

The proposed alley vacation is oriented at the junction of Fauntleroy SW and 39<sup>th</sup> Ave S, and Alaskan. The team is petitioning to relocate alley 2 blocks to the west. 40<sup>th</sup> street is the back of project, dedicating existing property as a new right of way. Looking southbound, the team proposes enhancing public benefit by upgrading an existing SDOT parcel pocket park. Northbound. Private property, bowling alley, right of way used as access to parking lot, not as right of way. Most people don't use north bound access from Alaska to the right of way onto parking lot, due to a fairly robust traffic flow.

The reason given for the vacation is the junction at the major arterials, open space at Fauntleroy and Alaska to be improved. space at Fauntleroy and Alaska to be improved. Bus routes, public transport down Alaskan and Fauntleroy. Zoning is for a C1 – 65’ height zone. Site plan: dedicated ROW, private loading and access, vehicular access. Keeping alley function intact. Loading bays for trucks, will access alley turn and back in and load. Residential and commercial vehicle access are separated in the plan. The first level of the mixed use building is to be retail/grocery, then 5 stories of residential space above.

The team is proposing creating a public open space/plaza with concaved entry, using West Seattle design guidelines. Intent is to create a pedestrian friendly environment. Open public plaza, raises to second level above noise, and invites people in. The intent of the design for the Alaskan Way and 40<sup>th</sup> entry is to create a more pedestrian friendly site with landscape buffers. After the site are turns into the residential street. Make this area pedestrian friendly for neighborhood residents. Public benefit analysis: adding sidewalk, landscape, open space, benches, places for people to sit, increasing size of sidewalk, adding texture to it, adding amenities along 39<sup>th</sup> Ave. Low walls provide a buffer to make pedestrians comfortable. Grocery entrance is set down 3 feet. Whole Foods Market is prospective tenant. Entry designed with cascading canopy system and curvilinear stairs, with aim of involving people in architecture and design. Second level will be much quieter more sheltered. Will receive majority of sun and be a place to have food court vendors, play guitar, etc. Team proposes using signage to get people up to upper space and incorporation of similar elements on first floor in same aspect above to understand that they’re in same public space. Access to this space would be through the retail, or at Alaskan Way/Fauntleroy entrance. This would be a strategic second entrance, not a backdoor. Retail and office complex are at street level. 1 to 7 trucks access the alley daily, varies on time of year and season. Prospective tenant is Whole Foods Market which buys a lot of products from smaller producers. Semi truck access is limited. Most of deliveries come in larger box trucks. General ratio: 4 semis per day, the rest are box trucks.

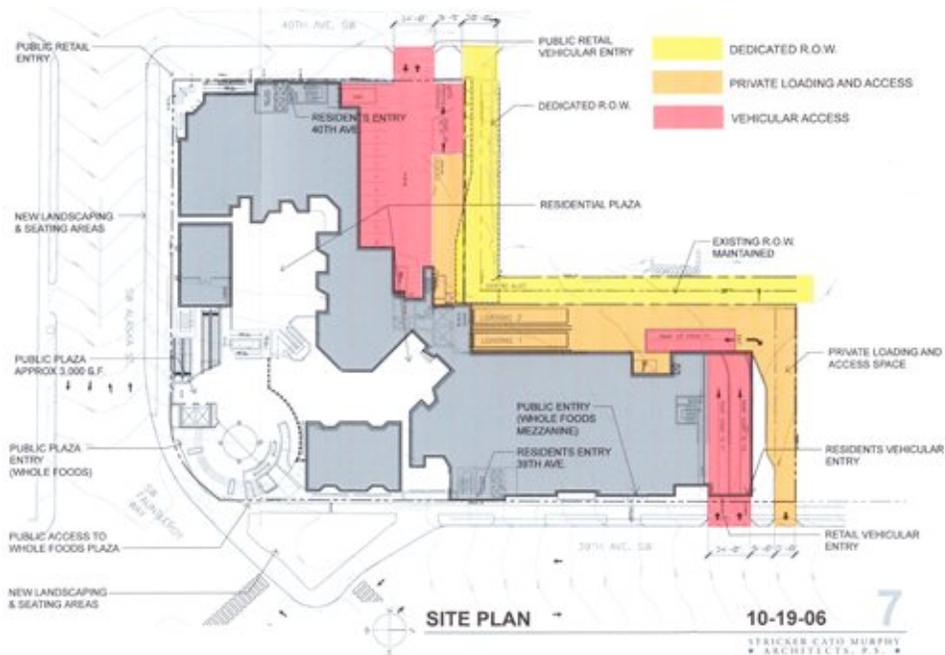
### **Key Commissioner Comments and Concerns**

- Residential properties are located to North. Are garages located on north, is garbage picked up in the alleyway?
  - The design will accommodate garbage trucks. Everything will operate as it did before.
- Has any consideration been given to 40<sup>th</sup> between Alaska and Oregon?
  - This will be a public benefit, now it’s all asphalt, it will have seats and trees and improved pavement.
- When there is a widening of the street, this generally serves cars better but hurts pedestrians.
  - Actually, this will be giving pedestrians a wider sidewalk and parkspace.
- Part of the landscape plan should create not only a buffer, but also a walkthrough, widening the area that pedestrians have to cross.
- Is the entry raised or depressed?
  - Raised. Grade change is roughly 12 feet.

- How does traffic get in from Fauntleroy or Alaska? How does this impact traffic on Oregon?
  - It is possible to turn on 40<sup>th</sup> with full access for retail. Residential entrance will be 39<sup>th</sup>, come down Alaska, down to Oregon and back up. Reason for this is not changing the congestion of the intersection. SDOT looking at traffic implications. Not significant addition to flow in current analysis. Traffic consequences are being addressed.

**Key Visitor Comments and Concerns**

- Beverly Barnett, SDOT comments that new L shape of alley shown today is new to SDOT. Sees that the benefits are positive, but alley revision is new. No comment yet.
- Michael Dorcy, DPD has conducted two DRB design guidance meetings. After 2<sup>nd</sup>, DPD suggested 2 changes: proposed this kind of configuration for alley, and preferred taking majority of access off of 39<sup>th</sup> which is primarily a commercial street with commercial zoning on both sides of street. Asked the team to come back and show a new configuration using 39<sup>th</sup> more than it was being shown, have the alley located there. Think the DRB will be amenable to this new scheme. The team has more evenly distributed the traffic. The majority of vehicles come off 39<sup>th</sup>, minimizing turning from 40<sup>th</sup> as much as possible.





**PUBLIC OPEN SPACE,  
LANDSCAPE & AMENITIES**

**10-19-06**

**14**

STRICKER-CATO MURPHY  
ARCHITECTS, P.C.

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**19 Oct. 2006** Project: **Greenwood Ave North Improvements**

Phase: Predesign

Previous Review: none

Presenter: Mike Ward, Seattle Department of Transportation

Attendees: Steve Moddenmeyer, DPD staff

Time: 1 hour (SDC Ref. # 169/RS0606)

**Action:** **The Commission thanks SDOT for its early presentation on this project, appreciates the opportunity to offer suggestions at this early stage and supports the preliminary design for Greenwood Avenue N street improvements with the following concerns.**

- **Sees this as an opportunity to tie in with the SEA Streets stormwater projects nearby and to capitalize on the regional quality of this dramatic, innovative environmental aesthetic as a point of identity for the project.**
- **Suggests a stronger approach to street trees and natural drainage in the street improvement plan.**
- **Recommends consultation with the City's pedestrian and bicycle boards on the design.**
- **Recommends a stronger commitment to how pedestrian access in the area will be improved since this is an unsafe area for pedestrians and questions the viability or purpose of the center turn lane.**
- **Believes the design intent of the project should be broadened to address improving traffic conditions with creative ideas for improved pedestrian safety on the corridor and improved access to transit.**
- **Suggests reducing the expanses of concrete by adding more street trees, making pockets of parallel parking and adding a planted median perhaps by narrowing one of the travel lanes, not altering the right of way.**
- **Looks forward to seeing this project again as it develops in collaboration with area residents, property owners, Metro and the City's bicycle and pedestrian boards.**

**Proponent's Presentation:**

This project got on the books in 2003, with a suggested landscaping buffer and sidewalks to address improving traffic conditions and pedestrian safety and access to transit on the corridor. Construction is proposed for 2008. The site is located at N 112<sup>th</sup> St., going to a 5 lane roadway station. Landscaping buffer and sidewalks are proposed. A 90' existing right of way is fairly tight. W&H Pacific is the Engineering Firm working on this project. Community involvement: The SDOT design team is targeting next month for a large open house at local school. Two community councils are involved: Broadview, and Haller Lake/Bitter Lake. Both have advocated for this project for many years. On the other end are the Phinney/Greenwood community groups. Team will invite bike groups who want to participate, and try to involve as many neighborhood property owners in the process as possible. Pedestrian safety is the focus. Apartment dwellers currently use the ROW as a parking lot. The area is dangerous at night. The aim is to enhance safety by enhancing the streetscape around the bus stops, involving Metro staff who are embarking on their own capital improvements for enhancing the bus stops themselves.

## Key Commissioner Comments and Concerns

- Commission questions why the 9 foot pedestrian setback cannot be made a 10' setback and street trees added. Street trees would improve the site dramatically. Also there is a concern about the amount of concrete in this area, and the suggestion to install a planted median. Local businesses will likely be concerned about loss of parking. Design should consider bulging out and creating pockets of parallel parking, or making a median and including more street trees. The Commission suggests advocating for narrowing one of the travel lanes to accommodate pedestrians, not altering the right of way. The existing site is an unsafe area for pedestrians.
  - Team doesn't fully know requirements. Team has desire to plant street trees. Factor of funding and permitting for changes to ROW.
- Commission requests information on location of bus stops and flow of traffic.
  - Consulting firm felt this is good place to start. There will be sidewalk bulbs, and buses will stop in traffic.
- Commission requests discussion of natural drainage and connection to nearby SEA streets area.
  - The topography of this area flows from top to bottom of presentation drawings, and empties into Puget Sound at Carkeek Park. SPU is already employing natural drainage techniques nearby. Site is within Sea streets area. Water quality is working fine, and observation of how the natural drainage works is ongoing. Detention through a weir. Playing with it to see what works best.



City of Seattle  
Greenwood Ave N Street Improvements  
Design Approach (Sheet 2 of 2)

