



APPROVED MINUTES OF THE MEETING

Mike McGinn
Mayor

Diane Sugimura
Director, DPD

Marshall Foster
Planning Director, DPD

Julie Bassuk
Chair

Mary Fialko

Laurel Kunkler

Shannon Loew

Tom Nelson

Julie Parrett

Osama Quotah

Norie Sato

Donald Vehige

Debbie Harris

Valerie Kinast
Coordinator

Tom Iurino
Senior Staff

June 21, 2012

Convened 8:00am
Adjourned 4:30pm

Projects Reviewed

Amazon Alley Vacations at Lenora and Westlake
Broad Street IRIS Holdings Street Vacation
Block 93 Alley Vacation

Commissioners Present

Julie Bassuk, Chair
Shannon Loew (excused from 8:00-8:30am)
Osama Quotah (excused from 8:00-8:30am and 10:30am-12:30pm)
Debbie Harris (excused from 8:00-8:30am)
Laurel Kunkler
Tom Nelson
Norie Sato
Julie Parrett (excused from 8:00-8:30am and from 1:00-4:00pm)
Mary Fialko (excused from 8:00-8:30am)
Don Vehige (excused from 8:00-9:15am)

Staff Present

Valerie Kinast
Tom Iurino



**Department of Planning
and Development**
700 5th Avenue, Suite 2000
PO Box 34019
Seattle, WA 98124-4019

TEL 206-615-1349
FAX 206-233-7883



June 21, 2012

Project: Amazon Alley Vacations at Lenora and Westlake
Phase: Public Benefit
Last Reviewed: May 17, 2012; Apr 5, 2012
Presenters: John Savo, NBBJ
Dale Alberda, NBBJ
Mark Brands, Site Workshop

Attendees: Barbara Gray, SDOT
Beverly Barnett, SDOT
Bryan Stevens, DPD
David Yuan, NBBJ
Diana Holloway, SDOT
Holly Golden, HCMP
Jim Keller, Site Workshop
John Schoettler, Amazon.com
Kristi Park, Site Workshop
Lyle Bicknell, DPD
Margery Aaronson, art advisor
Ryan Durkan, HCMP
Tammy Frederick, SDOT
Todd Leber, Seneca Group

Time: 8:30am-10:45am

Summary of Project Presentation

The design team presented Amazon's public benefit package for its requested alley vacations. Review of the public benefit package is the second part of a two step process that constitutes the Design Commission recommendation to the SDOT Director on the vacation proposal. The first part is the Urban Design Merit, and the Amazon project had received Design Commission approval of that part at the May 17th meeting.

Amazon sought 17,200 sq ft in alley vacations, and was not asking to build more square footage than it could without the vacation.

Because of the size and complexity of the project, the team explained that besides the public benefit that must be provided for the vacation, two other public benefit packages are included: one as a means of achieving bonus floor area under the zoning, and the other as part of a Planned Community Development. The team only discussed in detail the benefits related to the alley vacation, which is within the purview of the Design Commission. These were: a 7th Ave street concept plan for a two-way, separated cycle track from Denny to Pine and a double allee of trees; implementation of the cycle track plan along Blocks 14, 19, and 20; a shared street on Lenora between 8th Ave and 7th Ave with over 9,000 sq ft of an enhanced improvements and traffic calming; enhanced streetscape improvements on Westlake Ave at Blocks 14 and 20 in accordance with a larger streetscape plan it was developing for the length of Westlake as part of the public benefit package for the Planned Community Development; large scale, highly visible gateway art in at least two locations; 23,000 sq ft of street improvements and open space outside the property lines; 11,000 sq ft of voluntary setbacks to expand the public realm and improve the pedestrian experience; design and construction of Blanchard as a green street with a ten foot setback where it adjoins its property on Blocks 19 and 20; a 100 ft. long covered walkway along 6th Ave. on Block 19 to provide

overhead weather protection; the programming of outdoor spaces; and a 6,300 sq ft glazed overhead trellis on Block 14 to cover the mid-block connection and enable year-round use of the space.

The team discussed the implementation of the benefits, which would follow the phasing of the development. Block 14 and its associated benefits would come first. The team also said Amazon's buildings would target LEED Gold and would target exceeding the WA State 2009 energy code by 15%, which would count as public benefit for the Planned Community Development.

Department Comments

Barbara Gray, SDOT Street Use, stated that the project team had sought input from the City departments early and coordinated well what they were proposing with the needs the City had identified with long range plans and in coordinated analysis. Curb cuts, the bike track, and other improvements are being developed that meet long term public strategies and are feasible. The City departments have worked well together to respond to the complex proposal in a comprehensive, timely way.

Beverly Barnett, SDOT Vacations, reiterated that the coordination was exemplary. She appreciated the level of detail shown in the presentation and the responsiveness to policies, council priorities, and department input it showed.

Lyle Bicknell, DPD Urban Design, complimented the team on their quick and good work and noted that the opportunity for a cycle track is great. A plan and improvements to Westlake will provide an important pedestrian link between Downtown and South Lake Union that has been a gap.

SUMMARY (by Parrett)

The Seattle Design Commission was not yet ready to vote on Amazon's public benefit package for its requested alley vacations, as the team needed to further develop the package. The commission acknowledged the extraordinary amount of work invested in the design, appreciated the coordination with city departments and plans, and was excited about the prospects for developing a good public benefits package.

The commission made the following recommendations to improve the package:

- **Better delineate and provide more detail of the public benefits offered, both in terms of the quality and quantity of the design elements and materials.**
- **For those benefits that are part of a larger system, like the cycle track, present the specific segments, the larger whole, interim solutions, and phasing. While this applies specifically to the cycle track, consider using this method to analyze and present other benefits that are proposed as part of larger systems.**
- **Work with the city agencies, especially SDOT, to develop a plan for the cycle track so that it is integrated into the city and anticipates development of other properties along the track. Illustrate how the crossing of Westlake would be accomplished. The cycle track is precedent setting, so it is important to get it right.**
- **Because Lenora Street between 7th and Westlake is proposed as a pedestrian-oriented street, the shared street design should provide for such a function. The details are important so we would want to see more developed plans for this part of the public benefit package.**
- **Delineate what part of the Westlake street concept plan will be implemented as vacation public benefit. Consider including improvements to the small plaza north of the streetcar terminus, just east of the vehicular access to the Westin, as part of the Westlake plan you are doing as a Planned Community Development benefit.**
- **Further develop and consider rethinking the sustainability offering. Think about sustainability as not just buildings, but as a site and system. Study all aspects of sustainability, including stormwater and energy use. Consider hiring an expert to develop a more holistic strategy.**

- **Integrate art holistically into the design and clearly relate it to its context. Consider including both big pieces and small details. Specifically, consider integrating art into the green street, perhaps to show the story of sustainability for the project.**
- **Clarify what portion of the mid-block connections are considered to be a public benefit for the vacations. Explain why the trellis is considered a public benefit, as it seems to primarily benefit the client.**
- **Better define and document the plan for programming the open space. It cannot be evaluated as a public benefit for the alley vacation without more information. It is unclear if it is actually part of the Planned Community Development public benefit package.**
- **Provide information on how many and what type of users will be served by the public benefits and speak to how this is different than if the alleys were to remain.**