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DRAFT / APPROVED MINUTES OF THE MEETING

October 2, 2008

Convened 8:30 am
Adjourned 12 noon

Projects Reviewed

Epiphany School Alley Vacation
Cheshiahud Lake Union Loop Trail

Commissioners Present

Karen Kiest, Chair
John Hoffman
Mary Johnston
Juanita La Fond
Dennis Ryan
Norie Sato
Darrell Vange

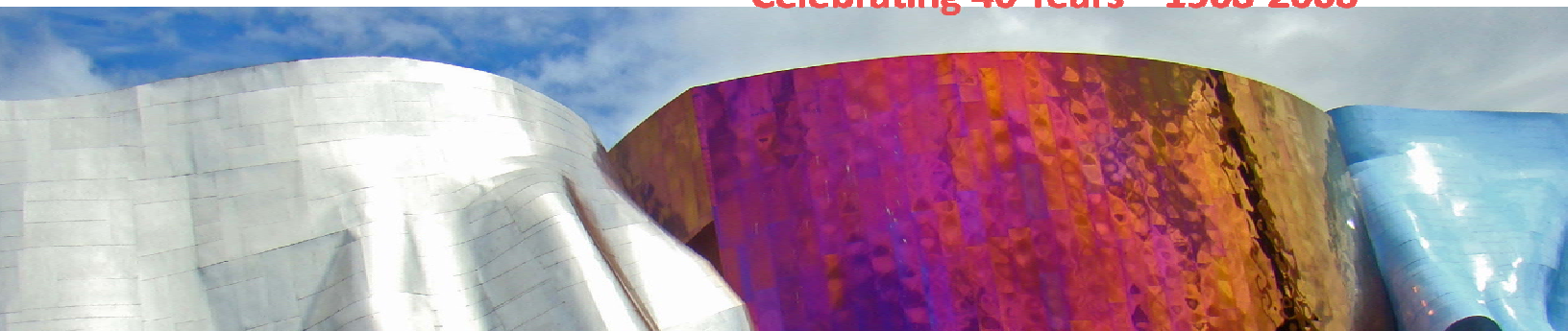
Unconfirmed Commissioners Present

Nathan Polanski

Staff Present

Guillermo Romano
Valerie Kinast
Tom Iurino
Shannon Glass

Celebrating 40 Years 1968-2008



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|------------------------|-----------------------|---|
| October 2, 2008 | Project: | Epiphany School |
| | Phase: | Alley Vacation |
| | Last Reviewed: | August 21, 2008 |
| | Presenters: | Juan Alonso, Artist Maggi Johnson, Johnson Southerland Sian Roberts, Miller Hull Kim Schiel, Miller Hull Lee Stanton, Epiphany School Dana Warren, Project Manager, Warren Company |
| | Attendees: | Beverly Barnett, SDOT Holly Godard, DPD John Kucher, Epiphany School Neighbor Marty Lebovitz, Epiphany School Neighbor Loring McAllaster, Epiphany School Neighbor John McCollough Matt Neely, Epiphany School Ruri Yampolsky, Arts and Cultural Affairs |

Time: 1.25 hours

(170/)

ACTION

The Commission thanks the team for the Epiphany School presentation. At this time, approval of the public benefit package is not yet recommended based on the following comments and concerns:

- The overall concept for the architecture and landscape are strong, but need refinement and consideration in certain areas.
- Some concerns about the pedestrian connectivity along Denny and safety at driveway entrance points; consider width of curb cut to promote connection along the sidewalk.
- Some concerns about access to the play area, and the interaction between the art and the Pre-K play area. Encourage more interconnection in spatial access points and recognizable public access at the northwest corner.
- Concern about transparency of play area and the visual connectivity with neighborhood. More openness would create more public space and public benefit.
- Encourage more unified language between the art and the other spaces, as purveyed through the site and not contained only in a zone.
- Pay attention to the sidewalk width and dimension and the creation of a continuous pedestrian zone from 37th West, which is more clearly identified in the graphics.
- Encourage team to preserve accessible movement at the art element and sidewalk to ensure all users are invited to experience it equally.
- Encourage more room for art to breathe, potentially wrapping corner of 36th and Denny.
- Allow intertwining of art, landscape, and various design elements.
- Appreciate existing porosity of campus; encourage to continue and reinforce
- Need to see more detail of work within the right-of-way.
- The quantity of the public benefit area is appropriate, however the design needs refinement.

Project Presentation

Project Background

Since the last review, the design team has met with SDOT (Beverly Barnett) and members of the Design Commission staff for insights. The goals of this presentation are to recap the last meeting, and respond to the two questions of the last meeting, and focus on the public benefit proposal, which has been refined and expanded.

The site is located on Denny Way in the Madrona neighborhood, adjacent to Epiphany Church. There is a steep hillside on Howell Street, creating a unique space for the site. The development proposal includes the demolition of four existing houses.

The site plan incorporates the new classroom building and the alley to be vacated. There is an underpass into the campus, and multiple entries. The scale of the building is broken by separating Spock Hall from the new classroom building. There is a campus entry at the administration building. The garage entry is located on the side of the building, creating a separation between existing and new buildings.

The comments from the August 21 Design Commission meeting concerned pick up and drop off, vehicular and pedestrian circulation, entrances, and wayfinding.

Site Plan

The School is intermingled with the Church; the office, classrooms, and library are located in the basement of parish hall. The current play areas include the “cage” and adjacent hard-surfaced play areas. The school also uses an offsite P-Patch as part of the math curriculum. The school likes the open campus feel, which is a priority to maintain in the new plan. There is currently no clear entry or on-site parking. Staff, visitors, and families park on the street, and walk to and from campus. Pick up and drop up occurs on along Denny, which works very efficiently.

The proposal extricates the school from the church, so that the new classrooms and library are in the new building, and administration is relocated. An existing play area is designated as guest parking, and replaced with a green play area in the Central Commons. There is also an added preschool play area and math garden.

A top priority for the school is to create a visible entrance on Denny Way so that visitors can find the office easily. That is functionally reinforced by the new guest parking location. It is visibly reinforced by signage and large trees flanking the driveway. Families will continue to arrive at the school by parking on the street and walking in, or using the drop off and pick up zone. New parking for staff will be provided under that new classroom building, taking that parking off the street.

Since it is an open campus, there are multiple pedestrian entries. On campus, the interior circulation helps with surveillance of the children. There are ADA and bicycle access routes from the guest parking, through campus, through the Commons, and the new classroom building, since there is an elevation change. There is a green screen separating the driveway from the central part of campus.

Parking, Pick-up, and Drop-off Functions

The new parking under the building will be used exclusively by the staff, eliminating the neighborhood impact of parking on the street.

The school has a good neighbor policy to make drop off and pick up work smoothly. There is also a 24-hour hotline which neighbors can call if these guidelines are being ignored. One of its successes is a variety of different means of arrival and pick up (see graphs), which has minimized its impacts. In the morning, 39% of parents park cars and walk their children to the school. The percentage is lower in the afternoon, due to after school activities. The school has worked aggressively to increase carpools, biking, and walking.

There are three streets joining the campus: a wide arterial, and two narrow residential streets. The goal is to keep the traffic off of the residential streets. There is a loading zone on Denny Way, and cuing to the west. Nine to ten faculty assist in morning drop-off and afternoon pick-up, which happens in fifteen minute periods. Three alternatives were considered. The outcome of all three analyses showed less cuing space, less loading area, and neighborhood gridlock resulting from any hold up in the traffic flow.

Public Benefit Package

The proposal is to vacate a 2,702 square foot alley. The strategy is to provide the public benefit on the site perimeter where it can be used on a daily basis. The public benefit package includes:

- Increased building setback
- Enhanced landscaping in setback area
- Pocket park with art
- Public access after school hours to pre-K playground
- Use of new parking garage by Epiphany Church after school hours and on weekends

Landscape Design

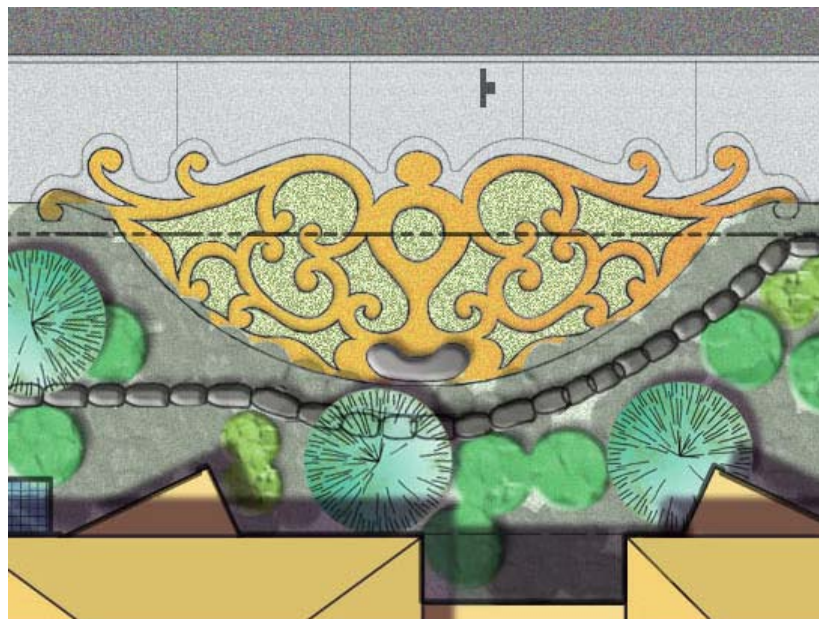
The Pre-K play area, on the east side of the building, is entered by a gate at the south end, mostly covering the parking garage roof. It is enclosed by a 4 feet tall wall. The play area includes a custom designed play structure, raised seat planter, playhouse, and texture gardens. The street trees along 36th Avenue East will be replaced, and a hedge of perennials planted along the base of the fence.

Along Denny, the design team wants to emulate the scale and lushness of the Church's established landscape, with generous planting beds and a comfortable pedestrian environment. Zoning allows a ten foot setback, providing space in front of the building that approximates the scale of the church. The new building, however, sits above the sidewalk, whereas the church is on grade. Techniques have been employed to reduce the impact of that height. A two foot retaining wall will recycle granite rocks from the existing houses, gently tilting the landscape toward the street. A space is carved into this grade to provide space for the art work and seating area. The plant palette is borrowed from the Church.

Public Works

The artist has lived in Seattle since 1982 and has been active in the arts community since 1984. The most recent project near completion is Sound Transit's Light Rail station in Columbia City. A poured concrete detail is being considered for Epiphany School, similar to the one installed for the King County Housing Authority's Greenbridge neighborhood pocket park.

The proposal was selected by the school, neighborhood, and community. It is an inlaid colored concrete design, planted with ground cover. There will also be a bench, made of either stainless steel or concrete. The bench is located at the back center, as a sculptural focal point. It can be adjusted to accommodate needs and ADA. The work is inspired by elements of classical, baroque, and art nouveau design. Neighborhood suggestions have been considered, as well as the surrounding colors and textures.



Public Comments

Holly Goddard, DPD

DPD is reviewing and waiting for the alley vacation decision to move forward, and interested in the public benefit feature. Is there a bus stop there? The project does not go through design review, although it does go through a conditional use permit review.

Beverly Barnett, SDOT

SDOT is in the midst of the alley vacation review, and has looked at access and technical issues, to ensure there aren't additional traffic and parking impacts on the community. SDOT is also looking at the streetscape and public benefit area. The landscape design is gorgeous and the art plan is wonderful, though there is uncertainty about whether or not it's a public benefit. The access to the play area is good. Overall there are pieces of public benefit showing the school as a part of the community; however the location of it doesn't reflect the school's permeability and relationship in the community.

Ruri Yampolsky, Office of Arts and Cultural Affairs

There is a joint Director's Rule with SDOT, DPD, and the Office of Arts and Cultural Affairs that allows for review of artwork done privately in the right of way, for public benefit, or as mitigation for code departure. Because this is an alley vacation process, the Office of Arts and Cultural Affairs doesn't require a Public Art Advisory Committee review. That review can happen here, since there are two Public Art Advisory Committee members on the Design Commission.

Loring McAlister, Epiphany School Neighbor

Feel frustrated because the design has been worked out between the neighbors and schools. The design has more public benefit than it has in the past. Again, this is about the alley vacation, which no one uses; do not feel anything has been lost by vacating the alley

Marty Lebovitz, Epiphany School Neighbor

The history of giving play areas as public benefits needs to be affirmed; would like public easement made for access, that it should not be prohibited in the future.

John Kucher, Epiphany School Neighbor

Has never seen the alley used. It has been a parking lot and derelict alley. Supportive of public comments.

Commissioners' Comments & Questions

Is the square footage shown for the child care area the required square footage inside the fence?

Yes.

The existing or planned improvements for the street access at 37th to the garage entry have not been described.

This is an existing below grade courtyard that accesses the basement of Spock Hall, a half grade below the sidewalk. There is a narrow planting area, currently planted with a twenty to thirty foot hedge wall. That hedge will be replaced with flowering trees and vertical conifers, so the building is visible.

Are the sidewalks being rebuilt? There is concern about it as a safe pedestrian zone.

Yes, the sidewalk will be rebuilt along Denny, and there will be a curb.

Is there public use of the facility in the evening, such as community use facilities or room?

Not in that sense. The parking is provided for the Church, but not claimed as a public benefit. There are community organizations that used the gym on a case by case basis. The Church has active evening programs.

The church and school have a written operating agreement, so this is intended to operate as one institutional block.

Is that the primary public access point to the play area off the loading drive, hidden by a concrete wall?

The public can walk through this entire area.

It's a pedestrian scale campus; cars do not enter.

The location of the gate is a good point; it could be made more accessible.

The public art is disconnected from the Pre-K access point; is there a way to connect and make it more public, to make the language of those elements more unified?

What are the grades of the former alley, and vehicular access?

There was not vehicular access; there will be a need to provide an ADA van stall, which probably won't be used often. There are stairs and it cannot be driven through. The ADA ramp comes in underneath the building.

Why is it necessary to have a bridge connecting Spock Hall with the new building?

To provide continuity from the schools between buildings.

Is there pedestrian access underneath bridge?

The drive aisle and connection to the garage are directly below. Vehicular and pedestrian traffic are separated.

Why is it a bridge as opposed to a ground base structure?

Because of the grades.

If it's intended to be a public play area after hours, it's not very transparent due to concrete walls and hedges. It needs a visual connection between sidewalk and neighborhood. One gate at the south end is not a very strong connection to neighborhood. A north end gate on Denny would be a better utility to the neighborhood.

Using the language of the concrete art piece could enhance the idea.

Not bothered that the art piece is not flanking the entry; it is not intended for people driving by, but rather for people on foot.

The public benefit is on the northwest corner of the site; this is a good corner. The proposal is much stronger in response to children using the smaller play area, but its public access is not clear. The garden could reference the corner. The drawings don't show dimensions of the pedestrian zone, which minimizes the impact of the art piece. There is lack of clarity on how it relates.

Preserve accessibility to and from the bench, as it's not clear how disabled movers might access it.

It will be considered and reworked.

On the site plan, the garage driveway is prominent, and it may read as the entrance; suggest minimizing the length of the curb cut.

Support the art work and strong concept. Concern about being hemmed in or relegated to a small spot. Perhaps other budgets could be tapped to allow it to breathe more, to avoid a sense of being caged in. The artist should think about size and scale of bench in relationship to rest of site; it seems small. Since the sidewalk is not very wide, it can become a pinch point rather than a generous gesture. Think about how the rest of the landscape can work with the art, rather than restraining it.

Appreciate community being here; the design team has worked hard to fit the project into the neighborhood. The building setback is appreciated. Enhancing the landscape in the setback is difficult to read as a public benefit and hard to appreciate. The pocket park and public access is valuable. The public benefit is for one walking around edge or invited into the site.

There is a benefit in the spaces provided, which portends a long service benefit. Advise extending the influence of the art over whole space. The porous campus is an asset. Perhaps there are things to strengthen the porosity to the east of the project.

The playground is above grade; make sure there's an accessible route.

The area from 37th needs to be understood as continuity in the pedestrian zone.

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| October 2, 2008 | Project: | Cheshiahud Lake Union Loop Trail |
| | Phase: | Pre-Design/Plan Update |
| | Last Reviewed: | December 20, 2007 |
| | Presenters: | David Graves, Department of Parks and Recreation Terry Reckord, Macleod Reckord |
| | Attendees: | Vaugh Bell, SDOT Virginia Kaufman, SDOT |

Time: 1 hour

ACTION

The Commission thanks the team for its presentation of the Cheshiahud Phase I Master Plan update, and unanimously approves with the following comments:

- **Emphasizes support for reclaiming the right-of-way at Mallard Cove.**
- **The master plan is a powerful document, and should reference the city's larger scale open space system. Lake Union is the heart of the city and its longevity must be considered.**
- **Urges to keep the big picture in mind, and not be bogged down by neighborhood issues.**
- **Encourage having elements prioritized, quantified, and delineated.**
- **Art plan should reflect the system, rather than a series of episodes; there is a lot of potential for great public art.**
- **The interfaces with other public right-of-ways are important. Encourage linkages with other City maps and plans, showing how to get to and from the loop.**
- **Suggests that the street ends are important; and various agencies might smooth the permitting process.**
- **As it exists, the loop can be used; the Commission recommends the creation, as soon as possible, of a map as an important tool to gain city support.**
- **Encourages the master plan to addresses habitat, educational and water quality issues; private businesses could be good partners and provide financing.**
- **To be used, the loop needs to be perceived as safe; the unsafe areas should be identified as a priority.**
- **Where the loop intersects the public right-of-way, pedestrian access should trump parking.**

Project Presentation

Project Background and Context

There are a million dollars in Capital Improvement Projects associated with the Loop for this year; Since the December 2007 meeting, a consultant from Macleod Reckord has joined the design team. Signage and wayfinding work has been completed, in coordination with the Center City work.

There are two projects under construction: the Westlake Avenue sidewalk, and the Peak Park sidewalk. A master plan is in process, and a hand held map will be ready for distributed in early November. Two public meetings to review the master plan were held in June 2008, where over 100 people attended to discuss issues and opportunities around the loop trail. A second meeting was held in September, to acquire public feedback on the alternatives, where about 70 people attended. For the 2009-2010 budget, the Mayor has proposed \$1.6 million

for the loop project, so the Parks Department is working with the Mayor's Office, SDOT, and Macleod Reckord on targeted 2009 projects from the master plan.

Master Plan

MKA is helping with green street design and finding creative ways to implement a storm drainage system around the perimeter of Lake Union. ESA Adolfson is helping with regulatory issues. PRR is assisting with public outreach and communications, and a traffic engineer is helping with signage and wayfinding.

The process is straightforward, in a typical sequence:

- Inventory of corridor, identifying opportunities and challenges.
- Developing set of design standards to guide development phases.

The trail is a pedestrian corridor within the City right-of-way. The goal is to make it cohesive and legible, and take advantage of the opportunities to connect around Lake Union. The draft master plan will be presented to the public by the beginning of November. The final master plan will be presented in early December, and completed by the end of December. A steering committee has been established, with representatives of community councils, user groups, the Pedestrian Advisory Board, and the Bicycle Advisory Board.

A set of guiding principles and a project schedule were established early in the design process:

- Create a safe corridor that accommodates a variety of uses
- Be a good neighbor to diverse users and communities
- Create an identity for the loop that reflects the natural and cultural history of Lake Union
- Make physical connections to the neighborhoods and local resources
- Create opportunities for the community to engage in the planning and stewardship of the project

One of the challenges is the fear of people thinking the City is developing a path like the one around Green Lake around Lake Union. The team is focused on creating a uniform loop identity without diminishing neighborhood character.

Most of the route is located in existing right-of-way. The design team is looking for opportunities to reconnect pocket parks, street ends, nodes, etc.; and ways to enhance native vegetation and remove invasive vegetation.

Eight key places have been identified around Lake Union:

Fairview Avenue North and East Galer Street

- ♦ Both long term and interim solutions
- ♦ Using existing roadway
- ♦ Desirable to keep pedestrians away from traffic

Fairview Avenue East

- ♦ An opportunity to continue shared space use with traffic calming interventions. (Occidental Park and Pike Place Market are shared space precedents.)
- ♦ Structuring house boat entries for more protection

Mallard Cove

- ♦ Exploring creative use of the waterway, such as a floating boardwalk or cable ferries
- ♦ Second option is routing from Roanoke to Eastlake Avenue
- ♦ Third option is along Eastlake Avenue, which is currently a designated bicycle route
- ♦ Street end opportunities exist on Edgar Street

North end of University Bridge

- ♦ The bridge has dedicated space for bicyclists and pedestrians
- ♦ The challenge is connecting the north end of the bridge to the Burke Gilman Trail
- ♦ There is public preference to create a separate pedestrian corridor on North Northlake Way, because there is heavy bicycle use on this section of the Burke Gilman trail

Gasworks Park/North Northlake Way

- ♦ Makes sense to continue existing route that connects through Gasworks Park and the Wallingford Steps

- ◆ Ways to solve problematic intersections are being explored

Fremont Bridge North End

- ◆ One possibility is to follow the existing route, which would be ADA accessible
- ◆ Another choice is along the Troll Avenue right of way, which is not publicly owned; there is a public access route through the Adobe Headquarters complex
- ◆ Another option is stairways on either side of the Fremont Bridge, by the Ship Canal Trail

Fremont Bridge South End

- ◆ A project under construction is rebuilding the existing pedestrian walkway along the north side of Westlake Avenue, which will be an accessible route

Westlake Avenue North

- ◆ Was recently rebuilt, with a challenging curbed concrete strip
- ◆ Great opportunity to think about broader space that bicyclists and pedestrians can use, which still provides short-term parking, without forcing users into dedicated corridor
- ◆ Short-term spot improvements for sight distance and signing issues, driveway backings, and awkward driveway crossings are being considered



Wayfinding

The goal is to create an identity for people coming into the Loop Trail from various locations, consistently around Lake Union. A cast bronze medallion is being considered for use in bollards and paving, which locate users, give directions, name places, and provides mileage markers. There are opportunities at street ends and parks for storytelling and creating a sense of identity.

Commissioners' Comments & Questions (responses indented)

Is there a relationship to the SDOT art plan?

There are possibilities with the bicycle master plan, and opportunities for 1% for Art funding.

Is the master plan funded?

Phase I is funded, \$1 million in CIP.

Assuming the \$1.6 million is funded, what gets built?

There is a sidewalk connection from the Burke Gilman Trail to Peace Park on Northeast 40th Street under construction

The sidewalk piece is about \$150,000

The Westlake Avenue sidewalk is funded at \$450,000 and under construction

Creating the master plan was funded, and will be done by the end of the year

The public map and signs are funded

The \$1 million in the 2008 budget will be spent

The \$1.6 million for next year will require prioritization of projects.

So \$5 million may be needed to execute the plan over several years?

\$4-6 million is estimated.

The street ends are specific opportunities: how are they related?

There will be recommendations for each one. Some recommendations will apply to them all, such as invasive species removal, public access, and ADA access. Some of them have opportunities for boat launching. Improvements will be suggested to every place in the project. The street ends represent good local projects for communities.

SDOT is also working on a street end master plan throughout the city, which highlights the opportunities around Lake Union.

Encouraged by reclaiming the right-of-way with a pedestrian boardwalk. Focusing energy on connecting to the water, creating a continuous loop, and engaging with lake is encouraged.

Encourage breaking the drawings into two diagrams. The north part is already there and a more realizable piece. Also encourage thinking of the water way as a right-of-way.

A preface to this presentation should be larger scale acknowledgement of the open space systems within the City. The identity and urban function are larger bollards holding things together. The master plan is a significant target; it will be a powerful document and needs to be strong. Think about how it will be used thirty years from now. Priority areas are critical targets for money donations.

On future artwork opportunities: a component should respond to the loop's systematic nature; elements could occur in more than one place to note the connection, as well as specialization for each specific area.

Encourage noting connections into larger systems. Extending into other areas is the best way to incorporate the trail

Could provide advanced permitting in advance from the City, since neighborhoods could be overwhelmed by permitting and MUP processes.

Use map to get City to buy into the master plan, as Lake Union unites the city.

Is there a layer that shows bike routes around the lake, or provides preferred bike routes? Encourage showing tentacles of the loop, and how to get to and from neighborhoods.

The master plan is useful for tenants and property owners along the shoreline. Future development should address shoreline habitat around Lake Union.

Perhaps the master plan is a document for private donors

There is a partnership with the Parks Foundation

There should be a strength of identity, and areas for cutting through. Safety and lighting should be stressed to encourage use.

Safety is a priority, as there are ill defined and unsafe areas.

What is the relationship of this plan to the Pedestrian Master Plan; and what is represented in that plan that will make people aware of the Cheshiahud Loop?

There is a member of the Pedestrian Advisory Board on the steering committee, who is responsible for making that connection.

Will the trail width be narrow in some places?

Design standards will be developed, which will be less prescriptive than normal. Some places are narrow and fine right now.

There is no requirement for private parking in the public right-of-way. Pedestrian safety trumps other uses.

Parking is a privilege in the city, not a right.

Who chose the name, and what does it mean?

There was a naming competition, and committee made a recommendation to the Mayor. Cheshiahud, also known as Lake Union John, was a Duwamish chief who lived on Lake Union. He was a helpful liaison between the tribes and early settlers. Apparently he was the last Native American to live on the lake, in a cabin just east of the University Bridge.

Storm drainage and a green street consultant were mentioned; it would be great to see water quality connections, and there are opportunities for low impact development.

Is SPU involved in this project?

Not yet. Part of Fairview Avenue East has been designated as a green street.

October 2, 2008 **Project:** **Commission Business**

Time: 1/2 hour

Action Items

- Timesheets
- Minutes of August 21, 2008
 - ♦ Approved; Brendan recuses due to absence

Announcements

- Boards and Commissions reception October 21, 2008
- South Park Shoreline Access Opening October 7, 2008
- Appointments November 19, 2008
- King Street Station workshop