



Mike McGinn
Mayor

Diane Sugimura
Director, DPD

Marshall Foster
Planning Director, DPD

Julie Bassuk
Chair

Mary Fialko

Laurel Kunkler

Tom Nelson

Osama Quotah

Julie Parrett

Norie Sato

Donald Vehige

Debbie Wick-Harris

Valerie Kinast
Coordinator

Tom Iurino
Senior Staff



**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

APPROVED MINUTES OF THE MEETING

December 1, 2011

Convened 8:30am
Adjourned 4:30pm

Projects Reviewed

1150 Eastlake Street Vacation
SR520 I-5 to Medina

Commissioners Present

Julie Bassuk, Chair
Julie Parrett
Laurel Kunkler
Tom Nelson
Osama Quotah (excused from 8:30-9:00am and 2:30-3:30pm)
Norie Sato
Don Vehige (excused from 8:30-9:00am)
Debbie Wick-Harris (excused from 8:30-9:00am)

Commissioners Excused

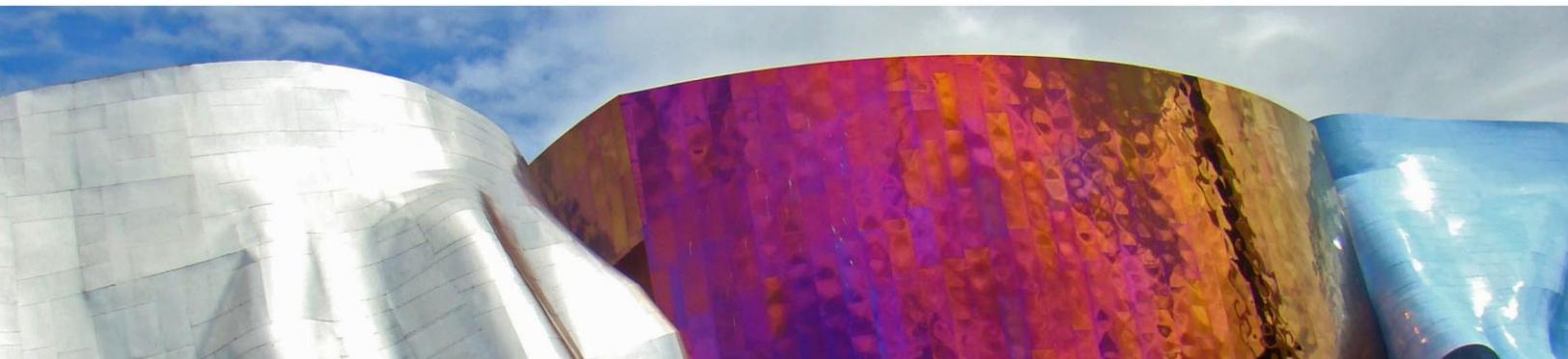
Malika Kirkling

Incoming Commissioners Present

Mary Fialko (excused from 8:30-9:00am)

Staff Present

Valerie Kinast
Tom Iurino



December 1, 2011	Project:	1150 Eastlake Street Vacation
	Phase:	Street Vacation
	Last Reviewed:	N/A
	Presenters:	Mark Smedley, Stock and Associates Mark Tilbe, Murase Associates Patrick LeMaster, Stock and Associates
	Attendees:	Beverly Barnett, SDOT Bruce Stock, Stock and Associates Bryan Tokarczyk, Grid Engineers Elaine Spencer, Graham Dunn Moira Gray, SDOT Tim McBride, Alexandria Real Estate Equities

Time: 2:30pm-3:30pm

Presentation

The design team presented its plans to develop 1150 Eastlake as a six-story research and development building. The team showed both a development option with and without a street vacation of E. Nelson Place, a dead-end street that originates at Eastlake Avenue East and terminates against the WSDOT right-of-way for I-5. The developer also owns the properties to the north and three across the street. The team presented its design for the preferred option of the building with the street vacation, as it allowed more flexibility with the design of the building's setbacks and street frontage.

The team presented the project's proposed public benefits, including: a through-block stair connection with plantings and seating areas along the north edge; a widened sidewalk with plantings, benches and artwork along Eastlake; and a large plaza at the southwest corner that connects a large series of plazas and stairs across the street that cascade down to Fairview Avenue and the Lake Union waterfront.

ACTION

The Design Commission thanked the design team for its presentation of the 1150 Eastlake Street Vacation. By a vote of 6-1, the commission approved the urban design merit portion of the proposed street vacation and offered the following comments about the proposed public benefit package:

- **Enhance the plans for green stormwater infrastructure. Reduce the amount of sidewalk in front of the building and increase instead the space devoted to plantings.**
- **Study and improve the proposed hill climb so that it is a successful public benefit in the interim before the trail connection under I-5 is built and in the event this connection is never realized. The design should take into consideration views, light condition, width, and amenities so that the climb is useful, comfortable, and of high quality. The proposed design appears constrained, dark, and it is unclear where along the climb users will see views of Lake Union. Consider possibly moving the hill climb to the south side. Provide a runnel for bikes to connect to the bike trails at I-5 Colonnade Park and the Cheshiahud Lake Union Loop.**
- **Continue to explore opportunities to connect history, art and sustainability, especially those that activate the street. Thoughtfully design the timeline embedded in the ground plane. The generator room is an interesting idea, but its location at the driveway of the parking garage will discourage visitors. The hydro house story could be interesting, but it is not clear in the design how it connects to the story, both literally and figuratively.**

- **Study the northwest corner of the site and consider changing the design to reduce pedestrian and vehicular conflicts.**
- **Provide curb bulbs at crosswalks to shorten the walk since there is not space for a mid-street pedestrian refuge (the nearby existing crosswalk has such a refuge). Consider providing a pedestrian crossing at the hydro house, especially because it is a place for people to stop and learn about South Lake Union history.**
- **Within the framework of the nexus required by the vacation process, consider other opportunities for public benefit, even if they are off-site. For example, given the property ownership on both sides of the street, explore opportunities to enhance the nearby Cheshiahud Lake Union Loop.**

Commissioner Sato voted no because she is concerned that the project hasn't considered some key elements enough to make the project work as a whole.