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**Diane Sugimura**  
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**Julie Bassuk**  
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**Malika Kirkling**

**Laurel Kunkler**

**Tom Nelson**

**Osama Quotah**

**Julie Parrett**

**Norie Sato**

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## **APPROVED MINUTES OF THE MEETING**

**June 2, 2011**

Convened 11:30am  
Adjourned 4:00pm

### **Projects Reviewed**

DPD Planning Division Update  
Fire Station 8 Queen Anne  
Barton Pump Station  
King Street Station Hub Strategy

### **Commissioners Present**

Julie Bassuk, Chair  
Malika Kirkling  
Laurel Kunkler  
Tom Nelson  
Osama Quotah  
Norie Sato  
Donald Vehige

### **Excused Commissioners**

Julie Parrett

### **Incoming Commissioners Present**

Debbie Wick-Harris

### **Staff Present**

Valerie Kinast  
Tom Iurino



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June 2, 2011

**Project:** King Street Station Hub Strategy

**Phase:** Briefing

**Last Reviewed:** Feb 3, 2011

**Presenters:** Sara Robertson, SDOT

**Attendees:** Patrick McDonnell, community member

**Time:** 3:00pm-4:00pm

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## Project Presentation

SDOT presented its King Street Station Multimodal Transportation Hub Strategy. It is a planning study to create the hub as accessible, connected, embedded, easy to use, and iconic for all modes of travel. The strategy focuses on 39 projects developed in consultation with community groups, transit agencies, and SDOT staff. These short, mid, and long-term projects will be prioritized and refined with the help from stakeholders. The study will help SDOT attract grants and funding for implementation.

## SUMMARY

The Design Commission thanked SDOT for its clear presentation of King Street Station Multimodal Transportation Hub Strategy and its plans to widen cross walks, make signal improvements and numerous other proposed projects. It is a phenomenal, well-organized study. The commission offered the following comments:

- Present a summary of the proposed projects in one graphic, such as an oblique map. That will enable the viewer to see and understand the vision.
- Be proactive in pursuit of project funding and implementation. For example, push for the lidding project to take place sooner; it has great potential to transform the neighborhood.
- Be more flexible in delineating the study area. A circle is rational but to account for topography, a dogbone or other shape might better align with people's use and perception of the neighborhood.
- Explain how the proposed projects work in tandem with the larger projects, such as the tunnel.
- Extend the graphic for project M5 (pedestrian paths to city center and transportation points) and project M24 (bike connections from hub to nearby bike lanes and trails) to the waterfront or to nearby trails.
- Choose a leading right turn rather than a leading pedestrian signal for proposed project S4 (signals at Jackson St and 4<sup>th</sup> and 5<sup>th</sup> Aves).
- Design pedestrian crossings near a future Greyhound Station to match people's behavior. Patrons of Greyhound do not regularly use the crosswalks at the existing station.