



APPROVED MINUTES OF THE MEETING

Greg Nickels
Mayor

Diane Sugimura
Director, DPD

Raymond Gastil
Planning Director, DPD

Mary Johnston
Chair

Andrew Barash

Julie Bassuk

Graham Black

Brendan Connolly

Lauren Hauck

John Hoffman

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September 17, 2009

Convened 9:30 am
Adjourned 4:00 pm

Projects Reviewed

South Lake Union Urban Design Framework
Lake Union Park Street Vacation
Shared Streets
Rainier Beach Community Center
Councilmember Jan Drago

Commissioners

Mary Johnston, Chair
Andrew Barash
Julie Bassuk
Brendan Connolly
Lauren Hauck
John Hoffman
Julie Parrett
Dennis Ryan
Norie Sato

Excused Commissioners

Graham Black

Staff Present

Guillermo Romano
Valerie Kinast
Tom Iurino

Celebrating 40 Years 1968-2008



September 17, 2009 Project: South Lake Union Urban Design Framework

Phase: Briefing
Presenters: Jim Holmes, Department of Planning and Development
 Marshall Foster, Office of Economic Development

Attendees: A.J Yang, UW
 Beverly Barnett, SDOT
 Michael Kent, Resident
 Pearl Leung, Vulcan
 Peter Doborovolny, DPD Green Team
 Seth Geiser, DPD

Time: 1 Hour

(169/RS0605)

ACTION

The Design Commission thanks Jim Holmes of DPD and Marshall Foster of OPM for presenting and discussing their work on the South Lake Union Urban Design Framework. The aim of the effort is to pull together studies and plans that have been completed in the past ten to fifteen years, and distill them into a unifying vision for the South Lake Union neighborhood. The Commission understands that the planners are working collaboratively with other departments, design firms and the community to create a concrete and actionable plan founded on placemaking and urban design. The approach is similar to that taken for Northgate, but in this case the community asked the City to pull together existing plans and come back with recommendations, instead of holding another charrette and generating even more ideas. The Commission appreciates that the approach is aimed at implementation through both public and private improvements, and Commissioners are glad to see that the development community is providing input.

- While Commissioners understand that this planning effort is meant to be a framework and not a master plan for South Lake Union, they encourage the team to overlay the layers and be sure that they are compatible. (The layers include Gateways, Heart Locations, Edge Locations, Street Network.)
- The Commission also understands why height was omitted from this planning effort, but encourages adding it too when overlaying the layers because of the implications it has.
- Draw transit planning for the area into the framework. Look at the urban design potential of current and future transit alignments.
- Look at what the Bicycle and Pedestrian Masterplans recommend for this area and draw this into the framework.
- Take the opportunity to consider the wayfinding solutions early with this planning effort, because SLU is an area that people tend to have trouble navigating.
- Explore the possibility of a Cultural Overlay District. In the past few decades, SLU has been the location of a number of arts organizations and artists. Digital imagining has a defining presence in the area (Glazers, 911 Seattle Media Arts Center among others) that could be drawn upon to foster cultural depth in an area with many new businesses and residents.

- Consider providing a sliding scale of bonus floor area as an incentive for providing larger contiguous open spaces.
- Consider recommending that the “teardrop” area, not be surplussed, but instead be used as public open space. The City has had trouble acquiring much-needed open space in dense urban areas because of prohibitive costs, so it may be better not to surplus what is already owned.
- Consider bringing in people known for their skills in thinking outside the box.
- Be aggressive, not timid, in setting the framework.
- Be timely about providing the framework.

Presentation

This is a new approach to planning in S. Lake Union. There have been 10-15 years of planning going back to the Seattle Commons. This effort is a collaboration with Planning and Office of Policy and Management. This is not a new plan, but a concrete and actionable implementation plan, focusing on placemaking and urban design. This work is about the details.

S. Lake Union was designated as an urban center in 2004. It is one of six in the city and there are increased expectations of growth with new growth targets. Once Amazon moves in, we’ll have reached the employment growth target already.

Urban Design Framework

The city is initiating an Urban Design Framework for S. Lake Union that builds upon the variety of previous planning efforts to provide clear direction in how to advance these goals:

- creating safe, attractive streets and public space
- encouraging innovative, equitable development
- identifying opportunities to improve access to community services over time

The tools to advance these goals include zoning, design guidelines, capital spending, development project review and others.

The framework informs the EIS to give the urban design principles teeth. The real tool will be incentive zoning. The city is looking at height changes, from 65-85 feet to 200 and up, so there is great opportunity. The city wants to improve the base Seattle mixed zoning and improve street facing uses, setbacks on Denny, and upper story setbacks.

The process has brought together different groups and communities who have agreed on many things, except for height. That is an issue for the EIS.

Opportunity Areas

- Gateways
- East-West connections
- Residential zones
- Waterfront
- Building prototypes
- Incentive strategies

Next Steps

The city will be taking the framework to the larger S. Lake Union neighborhood. City Council will need to act on it. That will ensure that it will be part of the work plans of city departments.

Design Ideas

Gateways

- processional gateway from Mercer/I5.

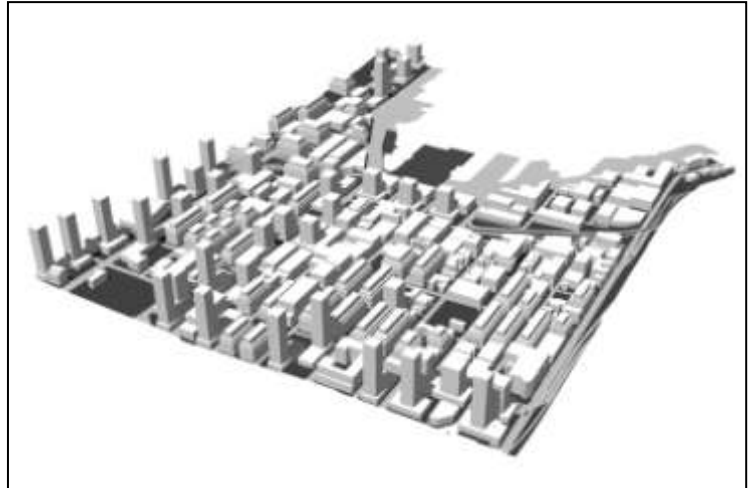
- Westlake and Denny at Discovery Center.
- From Aurora going southbound.
From lakefront.

Neighborhoods as hearts

- Cascade playground.
- Mercer Westlake possible site for elementary school.
- Denny Park, possible site of community center. SLU Park.

Edges

- I5 and Aurora barriers.
- Denny Aurora, Mercer. Need to make Mercer more porous.



Design Idea: Transit Nodes

Street characters and connections

- green streets such as Thomas.
- view corridors, such as Boren and Westlake.
- use such as 8th Ave as residential. One lane of traffic.
- mid-block crossings. Especially along 8th and 9th. Makes blocks more porous. Promotes housing types we're looking for, such as Alley 24.
- festival streets, like Valley.

These would get translated to street types used by SDOT, to aid with implementation.

Commissioners' Comments and Questions

I would encourage for the tear dropped block, you mentioned a library or civic building. Some public buildings could be mixed use, and this could be one.

Yes, that would be a joint development.

Why are we selling sites? They are hard to find and buy.

We look at them on a site by site basis.

We heard about the Cultural Overlay District on Capitol Hill. What about here? There should be more consideration about culture here.

We don't want to oversupply retail. We are looking how incentive zoning might help with that.

A special niche for imaging retail and industry exists there now. Glazers, for example. That could make for an interesting district.

Regarding incentive zoning, how will the discussion about height tie into the amenities that you want?

Some of the things we want won't be able to be produced by regulation or zoning.

Will you do economic analysis for each option?

Haven't talked about it. But there has been citywide studies we refer to.

Has the downturn affected the pace?

The property owners would like us to move forward.

Have environmental, solar, energy considerations been addressed? It could factor into the height.

Our efforts there have not been robust. We were already into the process. But we have sought mode split goals and density.

Has an urban design framework been adopted elsewhere?

Yes, at Northgate. But it's different. There were a smaller set of property owners, smaller area, and it will develop differently.

Will the framework be incorporated into the comp plan?

It will be adopted by city council, and then it will be implemented by other departments, and folded into the comp plan.

Hard to decouple the height and urban design framework. I look forward them to coming together.

The area needs better wayfinding. Think about that in a big picture way.

You should work with SDOT to be more creative in classification of street types.

We are doing that.

There's been no discussion about transit oriented development. You should consider that.

Transit is underrepresented in the diagrams. And so is wayfinding. Overlay with bike masterplan, etc.

We have done some of that. There will be bus rapid transit, for example. We are assuming the tunnel will be built. We hope there will be a streetcar running E-W along Thomas.

There are opportunities for a transit center.

I don't understand the relationship between the earlier form studies and this. At some point they will come together?

SLUFAN was supposed to use the sketchup models in developing the recommendations. There is some controversy whether they did that. We will probably be revising those alternatives. But the alternatives will still represent a range of heights.

I'd like to see it all come together. When will that happen?

Very late this year. Early 2010. They will relate and you will be able to overlay them. We are streamlining the ideas. One composite diagram we wrestled with and might have ready by November.

There is a difference between a masterplan and framework. By definition it won't say everything. Remember this is a framework.

Have you inventoried the recent, good projects?

We looked at some of the projects and it informs the critique of the zoning.

Get some more firms to bring in, not just who's available. There are other creative people who have been thinking about the area. There is an artist who wanted to rebuild the height of Denny Park, for example.

In developing the incentives for open space, how about willful aggregation? The bonus is on a sliding scale. You get more bonus for larger spaces supplied. The larger spaces are so hard to get.

The huge amount of upzone is unprecedented. I am thrilled there is this discussion. Don't be timid, even though the economic environment is bad today. Go forth and get the community amenities.

Don't be timid, but don't be late.

South Lake Union is a filter for the water going into the lake. It could be a street typology.

July 2, 2009**Project:****Lake Union Park Street Vacation****Phase:**

Street Vacation

Last Reviewed:

N/A

Presenters:

Michael Shiosaki, Department of Parks and Recreation.

Attendees:

A.J Yang, UW
 Beverly Barnett, SDOT
 Justin McConachie
 Michael Kent, Resident
 Seth Geiser, DPD
 Toby Ressler, Department of Parks and Recreation

Time: 1 hour

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ACTION

The Design Commission thanked Michael Shiosaki of the Department of Parks and Recreation for his presentation on the Lake Union Park Street Vacations. And it thanked Beverly Barnett for important, clarifying information as to the relationships among the various City agencies with properties and functions associated with this matter. The Parks Department is asking to vacate a portion of Terry Ave N that runs through the center of Lake Union Park. They are also asking to vacate a portion of Westlake Ave N along the west edge of Lake Union Park.

The Design Commission approved both vacation proposals, for portions of Terry Ave N and Westlake Ave N, unanimously. The Commission's assessment of the urban design impacts of the proposed vacations was positive. The public ROW's are maintained in public ownership and public use. The Terry Avenue ROW is maintained as both an important open view corridor and it continues to provide for emergency access. There is not an impact on existing utilities. Design of the new park has been an extended and open process and these rights-of-way have long been an integral part of the design. The Commission assessed the overall public benefits to be positive as well. This transfer of property achieves the important objective of retaining visual and spatial continuity and a uniformity of character for this park's public realm. As the park is constructed, developed and maintained, the Commission recommends that the Parks Department adhere to the objective of preserving the highest degree of urban design continuity throughout the site.

The Design Commission recommends the City Council approve the proposed vacation.

Presentation

The first phase of Lake Union Park development included a new bulkhead and terraced steps and lawn area. Phase II includes the model boat pond, fountains and other improvements that will allow a way to experience water, while providing direct access to the water. The linear east-west water feature will visually connect waterways three and four.

Another phase will include the United Indians of all Tribes new buildings along the west edge of park.

The Museum of History and Industry agreement to renovate Armory building is underway and the project will likely start in 2011. And the Center for Wooden Boats will be constructing their new building in the coming years also.

Access by car from Valley will change – vehicles will no longer be in center of park.

Standing in park it appears it's contiguous Parks property, but actual ROW transects it.

There are two street vacations: 2700 sf along Westlake Ave N. and 52,000sf on Terry Ave North.

The vacation allows the vision of park to be realized. It gets vehicles out of the site and on the edges and allows for contiguous control for development and maintenance.

No transportation or utility impacts – easements will assure utilities service is preserved.

Along Westlake Ave N there was more planned to be vacated, but SDOT and SPU is carrying out a rain garden project there, so less will be vacated, although Parks will likely maintain the rain gardens ultimately.

United Indians of All Tribes building would be in the right of way. A vacation would help to place them within the park, providing clarity for the park as a whole.

Public Comments

Beverly Barnett, SDOT

Parks has worked with SDOT, Parks, SPU, Tribes and others to reach agreement on the design of this area but there was no clarity of whose property it would be. From a management perspective of departments, for ease of access for maintenance and such, it is good to clarify. Implementing a plan, so we didn't need to look at design. Defining the boundary was only real task involved and finding consensus.

Commissioners' Comments & Questions

The parking at north along Westlake Ave N. currently is SDOT controlled?

Yes.

Makes sense to have lines clearer, but it makes sense that there's a visual continuity for public, so agreement between departments will be important.

Regarding the bollards and paths along edge, will the design be in keeping with the design within the park?

Yes, even south across Valley St. there will be fingers going into neighborhood. So along Westlake there will also be consistency. Everything but Center for Wooden Boats and Canoe House will be finished in Summer 2010. The path that will be maintained along Terry will be for emergency access. It will be blocked with bollards. Exit of parking along Valley will be from former Terry right of way also.

September 17, 2009 Project: Business

Phase:

Presenters:

Attendees: None

Time: 30 Min

(169)

Discussion

The minutes of August 6, 2009 were approved unanimously by the five who were present at that meeting. The August 20, 2009 were approved unanimously by a vote of six.

Recruitment and confirmations update.

Outside Commitments – Children’s Hospital design guidelines, Viaduct subcommittee.

2009-2010 Awards planning – The awards will be held in early December.

Holding Patterns workshop will be held in January of 2010.

September 17, 2009 Project: Shared Street

Phase: 60% Design
Last Reviewed: N/A
Presenters: Megan Hoyt, SDOT

Attendees: A.J Yang, UW
 Diana Holloway, SDOT
 Justin McConachie

Time: 1 hour

(169)

ACTION

The Design Commission thanks Megan Hoyt of SDOT for her presentation of the design of a shared street, a section of 45th Ave S that runs between S Cloverdale St. and S Trenton St. The Design Commission unanimously approves the 60% design of the street segment.

The Commission appreciates the novel approach taken by SDOT in providing for a shared street where a more standard street would have been less appropriate. Commissioners applaud how well the community was drawn into the project. The Commission has the following recommendations:

- Document the project and share its outcome such that SDOT can take advantage of what is learned from this exploration of shared street solutions. The manner in which this is documented and showcased is going to affect how well this alternative way of providing pedestrian facilities in the right of way is accepted and used in future cases.
- Use as little regulatory (restrictive) signage as possible.
- Explore use curb sections, reflective buttons and/or paint to demarcate and clarify edges and functions.
- Consider establishing a design datum to visually tie together the variety of objects and treatments proposed in the right of way.
- Ensure that the roadway is safe and intuitive for night drivers and pedestrians as well as during the day.
- Consider using other more conventional materials and objects in an interesting and artistic way to demarcate functions in the right of way.

Presentation

The site is in Rainier Beach. The street is narrow and drainage is poor. Sidewalks were planned in standard design, but issues of drainage onto abutting properties, and the need to raise and lower sidewalk where it meets driveways would have made it difficult. Water and gas lines location would have dictated no vegetation.

The community contacted SDOT asking for sidewalks and this street met the criteria for prioritizing it for sidewalk construction.

Concerns of neighbors about people speeding led to thought of traffic calming. The neighbors desire for green and the utilities locations led to ideas about unusual siting of vegetation.



45th Street Site Plan

The team contacted the Fire Department, SPU and the Neighborhood Traffic Program within SDOT to explore idea of shared street.

The proposed shared street retains 13 ft. of access. It would have asphalt paving, established parking stalls, and landscaping. Some landscaping would be in what would have been roadway in a conventional design. Motorists turning onto the street would get many visual cues that it's no longer a quick, straight shot to get through it. Eventually pedestrians would become comfortable using this type of shared space.

The team talked to neighbors about street furniture and there were some reservations. Artwork was not something the neighbors showed signs of creating or maintaining.

This project will give SDOT a chance to see how behavior changes along the corridor.

Parking space delineation will likely be stamped, painted asphalt. Ideas for raised crosswalks at entry to street are not possible, but will use stamped colored asphalt. Still thinking about what form of signage to use.

The street will be curbsless so ideas are being considered for the asphalt edges – short concrete curbs, thickened asphalt edge, wheel stops.

New trees will be planted, 3,000 sq. ft. of new landscaping will be installed.

September 28th is construction start.

Public Comments

Justin McConachie, Resident

Pedestrians tend to stay along the edge of street. How did you design to draw people into center?

Observation was that people walked along center. In new design, there are not a lot of pinch points.

Commissioners' Questions and Comments

What about drainage?

Subtle channels will be formed with asphalt. Reconstructing the street in area of largest puddling of that area.

You couldn't French drain it?

No.

With the visitor parking, there's playfulness, but there should be some sort of prescriptive elements that would keep people from parking where they shouldn't.

The Fire Department is also concerned about this. In the present situation, there is parking all over the street. We tried to get parking in where possible without removing landscaping. There is a lot of off street parking in driveways, so there's room for visitors too. There are parking spaces in the right-of-way also though. Enforcement will be further explored.

How frequent are Residential Parking Zone signs?

Not too frequent. We are considering temporary painted signs at start so people get the idea. We are allowing for failure on part of compliance without it causing too much disruption.

How much traffic will there be?

Low volume, although there is cut through. It's local access basically.

Has the SDOT traffic calming group reviewed it?

The Neighborhood group in SDOT reviewed it and will sign it.

Who does the maintenance?

Residents.

Overall, the amount of landscaping that can go in because of this approach is wonderful. Some landscaping is only a few feet wide and long. Do these pieces connect into green on abutting property? Traffic circles that are small don't seem to fare well. I am concerned about small isolated islands; you may need a back-up plan. Consider a minimum size threshold. The islands could just get run over if there is no curbing. These are red flags to look at a few years down the road.

The team is looking at these issues. We did base the location of plantings on where there were enough for a significant size and where they were likely to be maintained. We will revisit and find solutions as time passes.

What about monitoring? Make it official, even though there is a lot of department interest in the project now. See how it fairs and whether it is something to do in other locations.

The relationship of agency and neighbors is a good one. Get feedback on what's working; conscript gardeners for public space. Be courageous.

Is there lighting? Consider boundary of landscaping and asphalt.

It is powerful how the neighbors are coalescing. This type of project needs it. Edges are something you have power over. Give a unifying character to the edges; head on edges and corners especially.

Consider playful and interesting artistic elements along certain edges, such as reflectors. Think about how edges could bleed into yards.

Without documentation of what works and what doesn't work, there is a lot of opportunity lost. Document it so future project managers can learn from it. All groups should know about it and the outcome – the neighborhood SDOT group, Urban Design group in SDOT, Pedestrian Master Plan team. Get funding to document.

The idea of dropping the original design for sidewalks was great.

Signage and clarity of use of parking, try to get away with as little signage as possible. Cue should be in design, and not from a lot of signs.

Use some type of painting and reflectors to show where to go and not where not to go.

There was law department was concerned about mixed use message of saying “shared” but then delineating where cars were supposed to travel.

Is it possible to add just a few, artistic punctuations?

You could number the spaces. But that could cause feelings of ownership. Or perhaps name them for tree species, or in some fun way emphasize them. Glassphalt maybe? Stencil? Something fun. Provide more clarity with the application of other materials.

Pedestrians tend to stay along the edge of street. How did you design to draw people into center?

Observation was that people walked along center. In new design, there are not a lot of pinch points.

September 17, 2009	Project:	Rainier Beach Community Center
	Phase:	Concept Design
	Last Reviewed:	N/A
	Presenters:	David Graves, Department of Parks and Recreation Stan Lokting, ARC Architects Dave Rutherford, ARC Architects
	Attendees:	David Sauvion, Rainier Beach Public Advisory Team (PAT) Emily Wheeler, ARC Jason Huff, Office of Arts and Cultural Affairs Michael Shiosaki, Department of Parks and Recreation Paul Curtis, ARC

Time: 1 hour 30 minutes

(168)

ACTION

The Design Commission thanks David Graves of the Department of Parks and Recreation, Stan Lokting of ARC Architects, and Dave Rutherford of ARC Architects for their presentation of the design of the Rainier Beach Community Center. The design is currently between the conceptual and schematic phases of development. The Design Commission unanimously approves the conceptual design of the project with the following recommendations:

- Consider what the larger concept or bigger ideas is that will underlie the design. This could be related to culture, a heart, identity, a story of water etc.
- Keep in mind the minimum 50 year lifespan that this building will serve the public when designing and orienting the building and site. Be guided not just by the current context, but also by what the neighborhood could become. One aspect of this might be to consider if there may be a shift toward less use of cars, and if so, if Henderson might become the more logical “front door” or access point to the site. The project should aspire to be an example of excellent, community-oriented design for the immediate context and larger neighborhood.
- Pay special attention to the indoor-outdoor flow of space. Consider how the outdoor spaces are functioning and how they relate to the interior building layout and programming. At the daycare for example, outdoor space could be a dynamic extension of the interior space. The size and scale of the south patio should be evaluated to ensure the area is sufficiently scaled to become a usable, dynamic area that enhances/interacts with interior spaces.
- Consider how urban the project wants to be and let this guide the massing, and programming of the building and open space.
- Reevaluate the central corridor as a space unto itself.
- Involve the artist in the design work as soon as possible and not when much of the design is determined.

- Also involve the landscape architect as soon as possible. This is essential in achieving a meaningful relationship between indoor and outdoor space.
- Consider the feasibility of accessing the multi-use space from the south.
- Evaluate the relationship of the community center and the neighboring school as they share a wall. Explore whether the tensions or connection should be built upon with the design.
- Consider a wider east-west building footprint to maximize solar access. Also consider transparency along Rainier.

Presentation

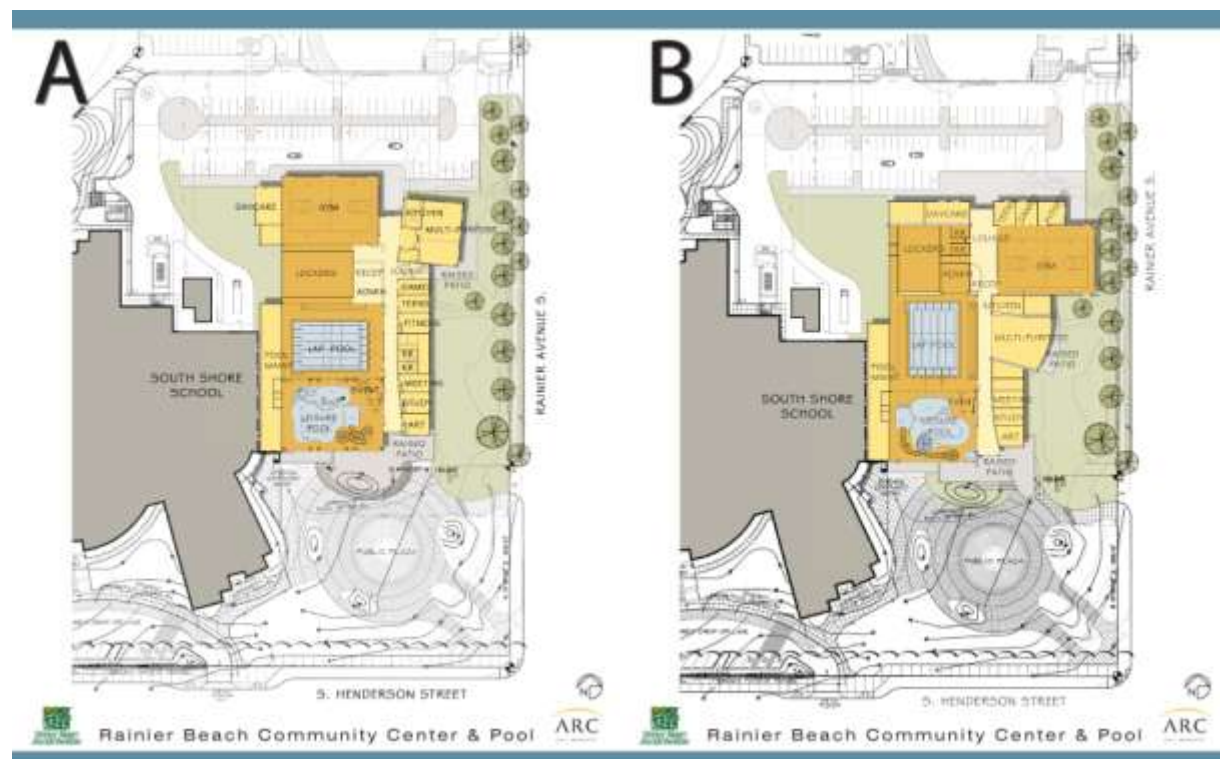
The program is much like other community centers, with the addition of a lap and leisure pool. There is low scale development nearby, including a couple of schools. The existing community center is focused inward. It was built in the early 1970s. Half of it was torn down for a school. The diversity in the community is very broad; it is the most diverse zip code in the US.

Meetings with the community led to the inclusion of more storage for cultural supplies, a larger computer lab, and more privacy in the pool, more barbecues, greater security, and facilities for drill team use.

Design Issues

- Connections
- Sustainable design
- Public presence
- Security
- Clear organization of uses

Three options were drawn. The first, Option A, is a linear option and the leisure pool and stage animates the plaza. This creates a large lawn and rain gardens along Rainier. The second option, B, makes an L with the gym adjacent to Rainier. In this option, the multipurpose room is not in an ideal location. The third option, C, creates more space to the west which connects to fields behind the center. In this option, both pools face south.



Commissioners' Questions and Comments

What's the square footage?

43,000 sq ft. A more traditional community center is about 20,000.

Talk about the South Shore School and shared use.

A loading dock and storage abuts the center. Behind it is a playground.

What is the use of the open space? It's hemmed in by service and parking lots.

We plan an outdoor play for a daycare, which will be fenced. A landscape architect was just hired and will explore this more.

What issues have come up from the diverse community? It's important to consider their concerns in the design process and afterwards to guide how the center will be used.

The Pacific Islander community has lots of festivals. They desire a close relationship between the kitchen and the gym and the outside. The Vietnamese community's biggest interest was the pool. The teens were interested in cooking, safety and security.

You need to get your landscape architect involved immediately. It's always a loss is to bring them on after major decisions have been made. When we see this again, bring him along.

Why is the pool always at the south end?

Leisure pools are best when south facing. The gym is located toward the north for natural ventilation and connections to the lot for outdoor use.

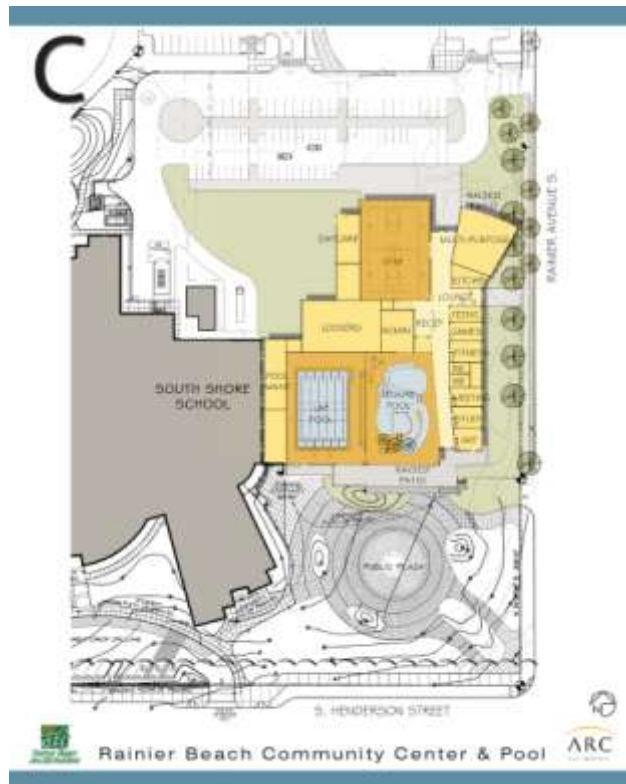
How do people arrive by foot? What's your front door?

85% drive large cars. We hope light rail will change that. The door to the north near the parking lot will be used most often, most likely. We like to have the reception area close to this door.

I'm trying to picture the bulk of the building and treatment. Have you thought about transparency?

We've started to think about massing. All the low uses would be a benefit to the street, so that you could see the activities inside the building.

Are there a gender segregated times for swimming? Is there a wall?



Yes, maybe. There could be a wall around the private terrace which you couldn't see through. We've thought about movable walls, translucent glass.

What is the status for artist selection? It would be great to allow the artist as much time as possible.

The call went out this week for artists. One will be on board by January. When the artist arrives, we'll have established basic uses and massing, but not materials.

I'm intrigued by the Henderson Street function with light rail, and the flow of people to light rail. All the things that could be happening there will be exciting. The indoor-outdoor blur is exciting. I just don't know the security issues you'll confront to make it successful. Henderson may become your main entrance.

If you drive in from the south, that will also be very visible. We want it to look civic. The entrances on both the north and south, especially, seem weak right now.

If you open up the corridor through the building to serve more as a place than just a conduit, people will love it.

The multipurpose room is important. The link to the plaza should be important.

That's where we started, but there are service needs to consider.

Can you load and unload along Rainier?

There's no parking allowed there right now.

You could make the building feel more urban and pull the structure closer to Rainier. You're missing an opportunity to present it to the community.

I don't have a clear concept between the relationship between the school and community center. The reasons you are joining them together are good, but you need rigor. I'm not seeing the clarity in B and C, but more so in A.

We agree. We think we could bring the clarity to C that we have in A.

In A, the lawn seems big. It needs to be an active and dynamic use.

Yes. We're thinking it is defensible space, like the lawn at Northgate.

The daycare green space could use berms or non-traditional playground to serve as a buffer and would make it more compelling.

The patio's connection to the plaza seems so indeterminate and unresolved. It doesn't feel generous. Anything that we can do to encourage pedestrians and biking would be great. We need to emphasize the Henderson Street entrance for that reason. The outdoor spaces need connection back into the building and programming.

We don't own the plaza. The school district does. We're negotiating with the school district what the boundaries are with the site.

The south, the Henderson entrance, should be the front door.

What are the concepts behind each of these? That could play a role in informing the design.

The culture will drive the materials, which has not yet been explored. The response right now has been an urban design and sustainability. We've been thinking about as a foil to the school.

It's a community center. Where's the heart? What's going to make it beloved? Some of that will help you guide some of the decisions in the process, beyond the pragmatism you have used so far.

The response maybe pays too much attention to the school.

As with ballfields, do you need to consider orientation of the pool?

Yes. Spectators don't like to look into glare to watch lap swimming.

The question is about Rainier and the relationship to it.

Yes, it's a struggle. The conditions are more suburban right now. Do you want a building at the street? The Northgate community center, which we've seen and is set back from a busy road, feels comfortable.

I would encourage as much flow possible between indoor and outdoor space. The climate here is very moderate.

Consider the significance of water in your design concept.

September 17, 2009 Project: Councilmember Jan Drago

Phase: N/A
Last Reviewed: N/A
Presenters: N/A

Attendees: None

Time: 1 hour

(168)

SUMMARY

The Commission appreciates the time that Councilmember Jan Drago took in meeting with them. Some of the talking points covered in the conversation were related to transportation issues; Viaduct, Spokane Street and the Tiger grant obtained for the Mercer project. She expressed her concern in the Mayoral race, hoping that the City could maintain continuity and not lose momentum of work and past agreements. CM Drago shared Council's approach in drafting legislation to assure, where possible, continuity and consistency.

Councilmember Drago also shared the book "Wrestling with Moses", as an applicable story to present Seattle's times. She dedicated part of the conversation on some of the past achievements of her tenure in collaboration with other council members; bike trails, waterfront redevelopment, City's changing attitude towards design and its value, the Civic Square project and the Civic Justice Center. She concluded by expressing some concerns regarding the time it takes Seattle to implement projects, like the streetcar network and light rail, but remains optimistic that these would be adopted, funded and built in the next decade. The King Street Station is one of those opportunities that took years in the making and is now being implemented.