Seattle Design Commission

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Revised

MINUTES OF THE MEETING

July 20 2006

Convened: 10:30am
Adjourned: 5:15pm

Projects Reviewed

Central Waterfront Master Parks Plan - Briefing
Seattle Center Sustainability Task Force Report – Staff Briefing
Seattle Center Garage – Design Development
Goodwill Redevelopment – Street Vacation Follow Up

Commissioners Present

David Spiker, Chair
Pam Beyette
Adam Christiansen
John Hoffman
Karen Kiest
Anindita Mitra
Sheri Olson
Nic Rossouw
Dennis Ryan
Darrell Vange

Staff Present

Layne Cubell
Tom Iurino
Valerie Felts

20 July 2006 Project	**Central Waterfront Master Parks Plan**
Previous Reviews:	May 2005
Phase:	Briefing
Presenters:	Kevin Stoops, Seattle Department of Parks and Recreation
	David Graves, Seattle Department of Parks and Recreation
Attendee:	Stephanie Pure
Time:	1 hour (SDC Ref. #169/0605)

Action

The Commission appreciates the briefing and makes the following comments:

- **Acknowledge and support the refinement of project scope to Parks' landholdings to the west of Alaskan Way only, independent of the Viaduct work, and agree that urgency be given to this due to dilapidation of piers 62 and 63.**
- **Encourage further dialogue with participating agencies and users**
- **Continue to look for opportunities for habitat and educational advancements to accommodate real use.**
- **Aqua Link and Multi-Purpose options appear to be the more sustainable and preferred alternatives as they afford the best use and address the preciousness of pedestrian experience.**
- **Look forward to the synthesis of comments, and refinements of diagrams and more detail on features as the EIS process unfolds**

Proponents Presentation

The proponents, Seattle Parks and Recreation, provided information on a study of four build alternatives for the removal and/or reconstruction of Piers 62/63 and short-term improvements to and eventual removal of Waterfront Park. A No Action/No Build Alternative is also considered under the Environmental Impact Statement. The four options outlined are: 1) Aqua Link, 2) Rebuild/Preservation, 3) Multi-Purpose Pier, and 4) Connector.

Habitat enhancements for each of the build alternatives are considered to replace relatively common subtidal habitat with relatively scarce shallow intertidal

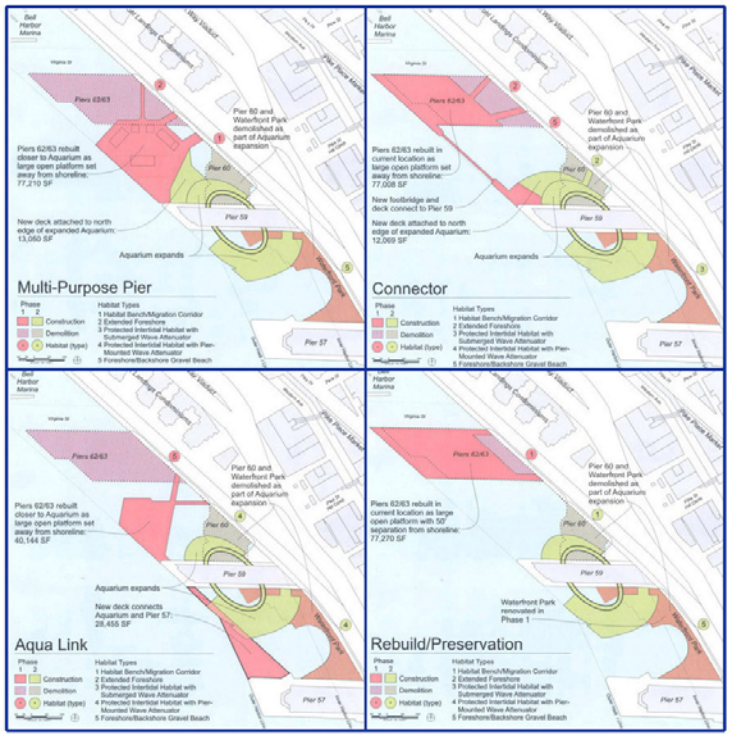
habitat. The outcome of the study will be the adoption of a Master Plan, based on the chosen alternative, for the Central Waterfront Park space west of Alaskan Way, from Waterfront Park to Piers 62/63 and including the Seattle Aquarium.

Commissioner Comments and Questions

- On funding, is habitat restoration a requirement of the proposal to go forward and what would its budget be? It seems to be the most developed part of the design.
    - The schemes will be phased, linked to Aquarium expansion
    - Cost is $14-$18 million for pier options.
- What is the likelihood the new Aquarium will actually happen in our lifetimes?
    - It is fair to say current redevelopment at the east and pier 59, is a challenge to the Aquarium Society.
- Is there a tabulation that shows gain/loss of over water coverage?
    - We are not increasing in any way
- A lot of these schemes create pockets of water surrounded by pedestrian paths, have you figured out how to make these bodies of water functional? To make these spaces a positive?
    - The connector scheme would give the pedestrian experience a feeling of being out over the water.
- The rebuild, preservation alternative is the least interesting because the location of the pier is related to railroad, industry, and shipping. As a park space it does not have relevance and the schemes that break from this are the Aqua Link and Multipurpose structure because they relate to current urban form and are much more interesting. While the park should not be designed solely around Summer Nights at the Pier, it is a unique venue that relates to the natural environment of the city as opposed to something like KeyArena that is not unlike any other arena in the world. Sinking millions of dollars into it seems less relevant to creating a unique city. Designing for the venue but also accommodating everyday uses seems to respond to the more interesting possibilities.
- The pedestrian ferry is consistent with the city policy of reducing car use. How feasible is the DEIS to accommodate a pedestrian ferry?
    - Although not a Parks function, it will be discussed with Kitsap County. A pedestrian ferry would require a separate DEIS in itself.
- Is a gravel beach a viable option?
    - Yes, but it would take a lot of fill and a lot of maintenance. The cost would possibly be $8 to $10 million. This kind of beach is called a perch beach, common in other parts of the U.S. but not on the west coast.
- A gravel beach would make a dramatic difference in public perception of this city on the water.
- We are trying to leverage the definition of over water coverage. What is missing in this discussion is how this relates to traffic, pedestrian routes,

and valuable boat connections; would hate to give up incredibly precious over water area in discussion of restoring habitat.

- Public comments about the preferred alternative? Will it be identified before getting the signoff from Council?
    - We will do a staff preferred draft alternative, and then Mayors recommendation will go to Council in January 2007, for further public comments, etc.
- Regarding the Public Realm Plan, the viaduct, etc. as they relate to this
    - Timing, piers 62 and 63 are in bad shape. The challenge is the configuration of piers. They are functionally out of date, so starting with a clean slate, they should not be made in the same way.



20 July 2006 Project	**Seattle Center Sustainable Task Force Report**
Previous Reviews:	none
Phase:	Staff Briefing
Presenters:	Robert Nellums, Seattle Center
	Jill Crary, Seattle Center
	David Heurtel, Seattle Center
Attendee:	David Brewster, Friends of the Green at Seattle Center
Time:	1 hour (SDC Ref. #220/RS0611)

Summary

The Commission thanks the Seattle Center staff for the briefing on the Sustainable Task Force Report and makes the following comments:

- **Reach out to surrounding neighborhoods similar to other campuses to create a town/gown relationship**
- **Keep Center School somewhere on site**
- **Balance regional users and tourist demands**
- **Open up the west side either on the south or north side of KeyArena**
- **Support increasing the green space at Seattle Center**
- **Highly recommend improving mass transit choices**
- **Encourage parking under Memorial Stadium**

Proponents Presentation

Seattle Center staff provided an overview of the Mayor's Seattle Center Sustainability Task Force Report. The report outlines findings of a group assembled by the Mayor to gather input and study what works and does not at the Center. William Byers, Economics Professor at University of Washington conducted an economic analysis of the Center. A survey of 3,000 patrons was also conducted to identify who they are and their spending patterns at the Center. A Center of the Center concept was explored. In approaching the complex issue of Seattle Center sustainability, three guiding principles and six action steps were identified.

Guiding Principle 1
A significant, ongoing contribution of public funds to Seattle Center is not just critical for its sustainability but appropriate public policy that recognizes the public benefits the Center provides.

Guiding Principle 2
Seattle Center succeeds because it has struck a balance between its public and

commercial programs and financing. This balance must be maintained and continually reviewed.

Guiding Principle 3
Every asset of Seattle Center should reach its maximum potential in achieving the Center's mission, while meeting the changing demands of the city and region.

Action Step :
Remove the remaining Key Arena renovation capital debt from Seattle Center's operating budget. This single move will allow Seattle Center to face its future without an ongoing deficit, thus making the greatest contribution to Seattle Center's financial sustainability.

Action Step 2
Restore some of the cuts made to Seattle Center's operating budget in the past five years and work to preserve all of the Center's assets, including its people, its programs and its image.

Action Step 3
Maintain and improve transportation access to Seattle Center.

Action Step 4
Make sufficient capital investments to allow Seattle Center to "reinvent" aging facilities to stay current with changing market demands and provide ongoing maintenance for facilities to retain their productive value

Action Step 5
Invest in major initiatives to brand and market Seattle Center, its programs and facilities, and invest in the asset of Seattle Center community programs.

Action Step 6
Invest in KeyArena.

Other information

- Cuts in staff due to budgetary necessity has resulted in four landscape staff maintaining all 74 acres of the Center at an annual cost of $35,000. Staff needs to be restored to 50
- The primary mode of transit to the Center is by car – 70%
- 12 million visitors visit the Center each year, most of whom are from outside King County
- The Center generates $1.56 billion per year in economic activity in Seattle including $41 million in taxes, $16 million of which goes directly to the city.
- Relatively little, $200,000, is spent on marketing the Center
- Restoration of the Center House would cost an estimated $62 million.
- Memorial Stadium consists of 9 acres and is a product of the 1960s. There is a lease in perpetuity for SSD of stadium. SSD owns the parking lot adjacent to the stadium, which generates $750,000 per year.

Commissioner Comments and Questions

- How is the overall vision and visitors' attendance factored in? Will the formula change for tourists and locals?
- Business and economics is important, but what physical changes to the Center are envisioned?
- Not convinced Center House can be restored
- Keep open with no Monorail to fund now?
- Edit out some of the buildings
- Access to community and uptown neighborhood
- Good resolution to Visitor Center
- Important corner – it drives economics and creates an entry
- Seattle Center is a prime park space. Keep it green.
- Regarding transit – access is needed since the Monorail failed. Suggest you go to Sound Transit. It is incumbent on the region.
- Open space opportunities, EA at Seattle Center
- Parking generates $3 to $4 million per year. There is a need to develop a comprehensive approach that would include more transit and other revenue sources.
- The problem is coming west from Key Arena. If you could do something at the south edge it would make a more direct route to KeyArena. Better circulation, better pedestrian connections.

Public Comments

David Brewster of Friends of the Green (FROG) at Seattle Center recommended Center House be replaced with open space to make Seattle Center an urban park. Such a park would serve as a major downtown urban park and anchor of the three nearby neighborhoods. He suggested looking at Millenium Park in Chicago.

20 July 2006 Project	**Seattle Center Garage**
Previous Reviews:	3 March 2006, 21 July 2005, 16 Feb 2006
Phase:	Design Development
Presenters:	Jill Crary, Seattle Center
	Craig Norsen, Seneca Group
	Jeanne Iannucci, NBBJ
	Bob Sheh, NBBJ
	Gareth Loveridge, GGN
	Molly Hurley, Department of Planning and Development
Attendees:	David Brewster, FROG
Time:	1 hour (SDC Ref. #220/RS0611)

Action

The Commission appreciates the update on the Seattle Center Garage. By a vote of 9:0 the Commission approves the Design Development phase of design and makes the following comments and recommendations.

- **Appreciate how green roof design has matured and like new dip in living roof to engage pedestrians**
- **Appreciate distinct approach to art and encourage it to inform green roof**
- **Still look for creative/ingenious public access to roof**
- **Continue to look at safety issues at Harrison St. entry**
- **On return, would like to see wayfinding system that integrates with that for whole of Seattle Center.**
- **Look forward to seeing again one final time**

Note: Commission Vange abstained from vote since he arrived late.

Proponents Presentation

Proponents addressed recommendations made by the Design Commission review in a February 2006 review. These are: consolidating the visitors center under a single roof form, considering public viewing opportunities for the green roof, focusing on pedestrian safety for the Harrison Street entry, and clarifying wayfinding. The team described how it has moved forward with refinements that more fully respond to its context, particularly the Gates Campus. A new 30,000 sq. ft. Visitor Center that is now fully incorporated into the north side of the garage was outlined as was a possible Viaduct-related alternative that would rededicate 6th Ave. to the east end of the garage. Development will be done in phases: Phase I: Garage Concept – 2008; Campus by 2010. Phase II: Third campus building by 2010.

West Elevation

East Elevation

Commissioner Comments and Questions

- What materials will be used?
  - Metal, stone, and glass
- Please address wayfinding within the entire Seattle Center circulation system next time the Commission sees the project
- Is there a water feature in the center of the Gates Foundation campus?
  - Yes, it is early but it may have a mix of water and plants
- Would appreciate updates on: Artist, green roof, Visitor Center, Convening Center, and sustainable design.
  - Stained glass artist Dick Weiss was selected by the Gates Foundation, which will fund the site
  - The roof will be comprised of sedum and other species that are intended for viewing only, not walking upon. Visual access to the roof will be available to the public as well as Seattle Center and foundation staff and visitors.
  - Cannot respond fully on the Visitor Center, form will be kept separate because of different functions.
  - Convening Center is not part of the garage. It is currently shown running along 5th Avenue to the north of the garage site.
  - Sustainable design – design changes to the green roof have been made since February 2006; hoping for a LEED-CS Silver rating on the green roof, which will be the largest in Seattle.
- Recommend hold wayfinding until selecting art
- Great garage design; support public viewing opportunities for the roof, ala Ballard Library.

20 July 2006 Project	**Commission Business**
Action Items	**A.** Timesheets
	B. Minutes from 06/15/06/Felts
Discussion Items	**C.** DC 2006 Recruitment Update/Cubell and Romano
	D. DC Leadership 06/07/06/All
	E. DC/PC Letters on the Viaduct/Cubell
	F. DC Comments on SR-520/Cubell
Announcements	**G.** COW on SR-520, 8/14, 2:30pm, Council Chambers

20 July 2006 Project	**Capital Industries**
Previous Reviews:	none
Phase:	Street Vacation
Presenters:	Jason Dardis, Mulvanny G2
	Daniel Unti, Carney Badley Spellman
	Beverly Barnett, Seattle Department of Transportation
Attendee:	Dave Gehring, BINMIC
Time:	1 hour (SDC Ref. #RS0612)

Action

We would like to thank proponents for their presentation on the Capital Industries application for a street vacation of the portion of Second Avenue South between S. Mead and S. Fidalgo Streets. The Commission makes the following comments:

- **By a unanimous vote, recommends approval of the street vacation based on the urban design considerations of the proposal and recognize that this street does not perform a critical transportation function and its removal from the street grid will not significantly impact the city, especially given the previous street vacations in the immediate area.**
- **Recognizes this is an industrial zone of the city and this vacation helps make it possible for a successful business to continue operation within the city limits.**
- **By a vote of 7:3, the Commission is not ready to recommend approval of the proposed public benefits package, however, and would like to see it further developed with at least some on-site and off-site physical improvements. Commissioners Spiker, Christiansen and Roussow dissented, believing the benefits as proposed were adequate.**

Proponents Presentation

Proponents own a metal fabrication business that has been in the industrial area of the Georgetown neighborhood for 55 years. They have made significant investment the company including ownership of most properties around it. They seek a street vacation of a one-block segment of a street adjacent to the business. They propose to build a 9,400 sq. ft. metal canopy structure with a concrete floor and landscape containers at either end for their general operations. The building would provide dry storage/weather protection for ferrous metals, and add security and efficiency to operations. Proponents have offered a public benefit package consisting of a $20,000 contribution to South Seattle Community College and $5,000 to future North Gateway Park.

Commissioner Comments and Questions

- Is there traffic access at the site for neighbors?
  - Not really
- Where will North Gateway Park be located?
  - The future site of the park is at 8th Ave. S. as it dead-ends into the eastern shore of Duwamish Waterway
- Will you build over the street?
  - No, want to still accommodate fire lane access
- BINMIC Neighborhood Plan supports the concept of the site improvements
- Sees this as easy project to support. Off-site benefit makes sense but would like to see it go to improvements in public realm
- Yes, agree. Public benefits need to do more. Maybe trees on site in Right of Way on 1st Ave.?
  - Already done with rebuild after fire
- Any trees need to be more than what is otherwise required. Would prefer to see all of the funds now targeted for the college go to street and park improvements in the public realm since these are more permanent.
- Yes, want to see some street trees on 1st Ave. Think contribution should fully go to street and park, not South Seattle Community College.
- Is there any interest by BINMIC to improve pedestrian access in the area?
  - Some, but thought South Seattle Community College was a better idea
- Why $20,000 as a public benefit? Make sure it does something.
- Would like to see benefit related to industrial use but more physical, i.e. signage and wayfinding.
- Is there a precedent of this kind of public benefit? Look at ways for the community to assess needs.

- The City needs to get clear on inconsistencies with vacation reviews and assessments of public benefits.
- Intriguing idea
- Good idea, support it
- Concerned about consistency, typically the Design Commission looks for tangible, physical public benefits.
- Public realm investment is what matters
- Gifts are hard to assess, supports industrial job training as part of the benefits
- Seems warranted from urban design sense, inclined to support vocational training
- SDOT: Beverly Barnett of SDOT stated that SDOT is supportive; the new canopy structure requires a vacation, not a permit. The public benefit is unusual, but off-site is common in industrial areas.

Public Comments

Dave Gehring, (BINMIC): Regarding the public benefit of giving funds to South Seattle Community College, there is a critical need for skilled labor. The money would help students acquire these skills and allow the school to purchase needed machinery. BINMIC supports the plan and proposed public benefits.

20 July 2006 Project	**Goodwill Redevelopment**
Previous Reviews:	20 Oct 2005, 16 Feb 2006
Phase:	Street Vacations Follow Up
Presenters:	Bill Fuller, Fuller Sears Architects
	Matt Porteous, Hewitt Architects
	Bob Parks, TRF Pacific
	Ken Colling, Seattle Goodwill Industries
	Rich Hill, McCullough Hill
	Scott Kemp, Department of Planning and Development
Attendees:	Beverly Barnett, Seattle Department of Transportation
	Bill Bradburd, Jackson Place Community Council
	John Cassidy, community member
	Gordon Clowers, Department of Planning and Development
	Tammy Fredrick, Seattle Department of Transportation
	Becki Frestedt, Interim South Downtown Neighborhood
	Moira Gray, Seattle Department of Transportation
	Lani Johnson, Johnson Partnership
	Michael Jurich, Seattle Goodwill Industries
	Jill Moe, Jackson Place Community Council
	Steve Van Oel, Jackson Place Co-Housing
Time:	1 hour 45 minutes (SDC Ref. #170

Action

After this third presentation, by a vote of 6:3 the Commission supports approval of the public benefit package as generally presented with a few specific conditions to be considered by Council.

- **Take opportunity to work with the Parks Department to identify an area in the vicinity to make a park contribution that would serve the neighborhood**
- **Revisit stair landing at Corwin as it comes to Dearborn to make sure it is comfortable for ADA access and other pedestrians.**
- **Continue to work with the Design Commission or Design Review Board to strengthen the residential component of the project, which is still lacking solid design treatment.**
- **Improve Weller/Rainier corner to focus amenities on public side**
- **The Rainier/Dearborn corner, which is acknowledged to be a tough corner for vehicular use, needs further development to be more engaging and secure from a pedestrian point of view.**
- **Would like to see project again with further design refinements to public benefits package as delineated in the matrix, as presented and**

handed out at the meeting

Commissioners Spiker, Olson, and Rossouw cast dissenting votes as they believe the public benefits as proposed do not match the possible impact on the neighborhood.

Note: Commission Vange recused himself from the presentation

Proponents Presentation

Proponents of the street vacations addressed concerns related to the public benefits of the project identified as insufficient by the Commission at a review in February 2006. Specifically these concerns were over the interior oriented nature and lack of public edges of the project.

The proposed public benefit package presented includes:

- Goodwill financial support in the form of funding for community programs; expanded education and job training and environmental cleanup
- Economic activity – new jobs with potential Goodwill training; new housing in the community, some at 80% median income; and annual retail sales tax to the City
- Street vacation compensation, amount to be determined
- Street vacation public benefits package – building setbacks to enlarge perimeter sidewalks; street trees above SDOT requirement; landscape beds in public sidewalk areas; private plazas, excluding private streets and sidewalks; water features in plazas; use of private streets for community street fairs; community use of Goodwill meeting rooms; bike lane extension on Dearborn; lane dedication on Rainier to city; and improved pedestrian crossings at Rainier and beyond.

Commissioner Comments and Questions

- Please discuss the housing component.

    - It will consist of 400 to 565 units. There are four different residential buildings, which allow four different types of markets to be served. Some will be marketed to workforce residents.
- Where is the 50,000 sq. ft. of open space required for the housing?
    - The open space is on the roof.
- How much of the area the team is calling "sidewalk" is in the public Right of Way?
    - 13,000 ft. and is on the project's property. The quality of the sidewalk environment is above and beyond the requirements of the land use code. The sidewalks, landscape, pedestrian equipment, benches, leaning rails, an art program at the metro bus station, and lighting are of a quality above what is required.
- On the question of going above the basics, where does that get articulated? Before the Council?
    - In terms of process, when the Design Commission recommends approval of public benefits, the project then gets refined over a few months. The team then returns to the Commission with more feedback. There is a drawing that is part of the street vacation file before the Council. One of the conditions for approval is that the project is constructed in substantial accordance with the drawing attached in the Council's file. SDOT also verifies that developer is in compliance before final approval.
- Is there loading access? Dearborn and Weller are hidden. Is there residential access?
    - Yes, at three or four points, two are on Weller
- Where are the water features?
    - There are four overall: one is in public view on Weller and Rainier; one on Lane and Rainier; one on the new upper plaza north side, and one on the new upper plaza south side.
- Improve the corner of Weller/Rainier so the public/private water feature focus is more on the public side. Suggest blurring the lines more between the retaining wall and the water feature.
- Marked improvement, lots of detail. Public benefit package seems adequate, but have concerns about issues of scale and compatibility that need continuing work. Concerned about commitment to providing public benefits that help justify of the residential part of the project. Although it is to be done by a separate developer, it is still one project.
- What happened to off site open space?
    - It is in discussion with Parks Department. They are still in the early planning stages.
- Appreciate the matrix showing team's response to community.
  – public benefits quite good
  – community and neighborhood is improving
  – retail shop front idea, hope team keeps it and pushes it
  – getting 2,000 cars into garage is still a challenge
- Public benefits package is impressive and all seem to be developed at the same level of thoroughness

- Do not feel the public benefits package in total is fully developed enough to justify significant vacations – still need more. Equivalent to what the city is giving up on the streetscape side and given impacts of project urbanistically. The team paid for public space and replaced it with private streets. The problem is it is so big, so it is the target of all of society's problems – cars, etc. Do not think it is overly auto-oriented. Smaller streets and wider sidewalks should be applauded. The project is a sign of the future.
- Impressed with progress but not convinced on public benefits; haven't developed enough amenities on public edges, but find benefits package adequate. Definitely fitting in better with corner of Weller, bike lane and Rainier. No big public plaza at ground level to draw people in. Given the variety of things, these are probably sufficient public benefit.
- Care and attention to pedestrian environment is great
- Public benefits are more than adequate.
- Disagree, finds the public benefits package needs more development.
- They are putting big-box stores in. The neighborhood does not need it. It should have been done in a more modest way.
- Beverly Barnett, SDOT: Good progress has been made, particularly at Rainier. The team has been responsive to SDOT and Design Commission concerns as well as the community in terms of how it sees public benefits of the project. Lack of community context is still a concern. There is no adjacency or reference to the community the project is in. The edge treatments and interior space shows more than before, and although there is now more pedestrian character, the project is still very auto oriented. There is too much auto circulation in the interior. It diminishes the spaces and reduces the plaza, which is the core public benefit. Rainier/Dearborn is a heavy corner. Pedestrians may possibly not want to be where there are so many cars. The yawning, gaping garage entry on Dearborn is troubling.

Public Comments

Bill Bradburd of Jackson Place Community Council provided the Commission with a letter expressing his group's position on the proposed project. The group generally supports the project. He discussed suggestions and priorities related to adequacy of the public benefits package. These are: durability of the development over time; appearance; commercial tenancy consisting of local businesses as opposed to national chains; inclusion of a residential component including affordable housing for the workforce; amenities including public spaces, art, and landscaping; and public access including a comprehensive circulation plan for pedestrians with signage oriented to pedestrians rather than cars. He discouraged the project becoming a "car magnet". He recommended parking accessed off of Weller/Dearborn and Lane Streets be primarily for pedestrian drop-off and pick-up. He added that Dearborn should have a Class 1 bike lane. Lastly he requested further analysis of project impacts to and integration of neighboring communities in the Central Area.

Tom Im, of Interim, made comments on the project. He asked that curb cuts be minimized; that emphasis be placed on residential over commercial development;

and that the housing mix be clarified. He also noted that the condition of funds for local open space is missing from the public benefits, as presented.

Steve Van Oel of Jackson Place Co-Housing applauded the developers for a much improved plan. He urged the Commission to insist there be an energy facility somewhere on the 10-acre site. Being mindful of energy consumption and global warming, he cited the need for an alternative energy source to petroleum, which could be heat exchangers that reclaim heat from waste. He reminded the Commission that energy consumption is a huge priority in a project such as this, and should be in all future projects in Seattle. He believes bicycle lanes should be grade separated and suggested placing landscaping between cars and bikes.