



**Seattle
Design
Commission**

MINUTES OF THE MEETING

June 7, 2007

Greg Nickels
Mayor

Karen Kiest
Chair

Tasha Atchison

Pam Beyette

Evan Bourquard

Brendan Connolly

John Hoffman

Mary Johnston

Dennis Ryan

Darrell Vange

Guillermo Romano
Executive Director

Layne Cubell
Senior Staff

Projects Reviewed

- Northgate, General Update
- Northgate, 3rd Ave NE Street Improvements
- Citywide Pedestrian Master Plan
- Seattle Bicycle and Pedestrian Advisory Boards
- Commission Business
- Colman Dock Redevelopment
- Commission Updates

Convened: 8:30am
Adjourned: 2:00pm

Commissioners Present

- Karen Kiest, Chair
- Pam Beyette
- Darrell Vange
- Tasha Atchison
- Dennis Ryan
- Mary Johnston
- John Hoffman

Staff Present

- Guillermo Romano
- Layne Cubell
- Tom Iurino

Commissioners Absent

- Brendan Connolly
- Evan Bourquard



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7 June 2007 Project: Northgate—General Update
Phase: Update
Previous Reviews: None
Presenters: Michelle Chen, Office of Policy and Management
Attendees: Mike O’Neil, KC/Metro
Dean Wilson, KC/Metro

Time: 0.25 hours

(SDC Ref. #169)

Summary

The Commission appreciates the update and recognizes there is a lot going on regards to construction. There is significant interest on the part of the Commission in following the rezone process for the north end and the Commission looks forward to seeing the future park presentation.

Proponent’s Presentation

An update on three items will be provided: general construction progress, which is presently very active, the Northgate Way rezone proposal and the future park acquisition.

Construction

The south lot is currently undergoing intense excavation and grading for the construction of the mixed use development – Thornton Place. Seattle Public Utilities’ Thornton Creek Channel construction will begin in April 2008 and will last around 7 months, followed by a year long plant establishment period, and by the summer of 2009 it will be operational and open to the public in December 2009 . The Wallace Property on 5th Avenue NE and Northgate Way is a mixed-use project with underground parking. The west side of Northgate Mall is currently undergoing redevelopment. New retail additions and a parking garage are being added and will be open prior to Christmas 2007.

Northgate Way Rezone

North of Northgate Mall a rezone is being proposed to encourage mixed-use development in the urban core and align with city investment and CTIP goals. Last December, stakeholders participated in a design charette. Rezone alternatives are now being considered in the EIS. The final EIS is expected to be complete in February 2008. The rezone study area spans generally along Northgate Way from Meridian to Roosevelt. There is no single family zone included in the rezone proposal. Stakeholders asked the City to consider heights up to a maximum of 125 feet.

Future Park

The closing for the new park on NE 112th, currently occupied by the Metro park and ride lot, has been delayed to April 2009 due to KC/Metro’s replacement parking delay on the Lorig site. Seattle Parks will start community outreach and design work next year on this new park.

Commissioner Questions and Comments

- There was no single family zone included in the rezone?
 - That is correct. There are no single family zones included in the rezone proposal. Stakeholders asked the City to consider heights up to a maximum of 125ft with modulation of rooflines.

- Did you consider a height above 125 feet? This may not be high enough to encourage major development. In the overall rezone, is the City contemplating incentives or requirements?
 - Yes, incentives will be part of the overall package submitted to Council. Transportation was strongly considered as was open space and affordable housing.
 - No, 125 feet was determined to be appropriate for the urban core.
- Where are you on the rezone?
 - Currently we are in the process of identifying alternatives in the EIS and are examining the most significant constraint, which is traffic in this area.
- Light Rail is reaching Northgate in 2018, this is a little backwards.
- What is the timeline on phase two of 5th Avenue NE street design work?
 - This is on SDOTs radar, but is on hold for the time being because there is no funding.
- Is there going to be coordination between Target and the future park? It is currently not a pedestrian friendly area.
 - When Seattle Parks and Recreation begins the park design process, they will examine this. The intention is to break up the super block, but any specific plans are uncertain at this time.

7 June 2007 Project:	Northgate, 3rd Ave NE Street Improvements
Phase:	<i>Design Development</i>
Previous Reviews:	Sept. 2006
Presenters:	Mike O'Neil King Country METRO Dean Wilson, King County METRO
Attendees:	Kristian Kofoed, DPD Ron Scharf, DPD Michelle Chen, OPM

Time: 1.0 hours

(SDC Ref. #169/RS0606)

Action

The Design Commission appreciates the design team's presentation and unanimously approves design development with the following comments and recommendations:

- **The Commission encourages the use of permeable pavement and pavers to help the project self mitigate and meet Green Factor standards.**
- **We discourage the use of continuous landscape strips adjacent to on-street parking, but we understand the pedestrian safety interests of stakeholders.**
- **We appreciate the level of detail on the landscape design plan and the plant palette.**
- **We appreciate the coordination with the adjacent development team regarding construction phasing.**
- **We encourage you to closely coordinate with the theater development regarding pedestrian circulation and refine the streetscapes as needed at the NE.**
- **We encourage close coordination with SDOT to give adequate attention to NE 103rd street in the future.**

Proponent's Presentation

Project Goals

This new street is being created to:

- Create better community connections between the transit center and Northgate Center
- Improve the pedestrian experience
- Improve the transportation corridor
- Relieve traffic on 1st and 5th Avenues

Previous DC Comments (September 21, 2006)

- Give buses a greater priority
Given the engineering considerations, with 12' sidewalks and planting strips, there are pedestrian and vehicle considerations. There will be better connections to the transit center.
- Look at a mid-block bulb out
A mid-block intersection is a design challenge. The Commission has encouraged more pedestrian friendly spaces, but that's tricky with restricted corridors. There have however been increases in the curb bulbs and the team has considered eliminating parking spaces on the street, but did add more plant material rather than paving.
- Rethink the need for benches

The benches have been pulled from the project until their best and exact location is nailed down

- Incorporate lighting and benches into the channel project
The streetscape design will take lighting, etc. into consideration.
- Lessen the number of poles used to enhance the pedestrian experience
Pedestrian and cobra lighting are being placed strategically.

- Rethink the shrubbery palate for the areas between parked cars and pedestrians

The Commission has suggested a landscape palette that is more varied and includes scored pavers for crosswalks, long linear planting strips in place of tree grates and an attempt to squeeze in as many trees as possible. The team has worked closely with Lorig and SvR on integrating the landscape designs using the same trees, Northwood maples. These will be used on the south to create a gateway, but these require more space. Also the Columnar Scarlet Sentinel Maples will be used for rest of the street. Plant choices also include Nandina (bamboo) and Euphorbia with border grasses. These are all hearty, low plants and some will provide seasonal color.

- Think about how delivery trucks can enter the site



The next steps with the project are to finish the design work. Once that is complete, the project will be bid in early 2008 to account for long lead items, and construction will start next June.

Commissioner Questions and Comments

- Did you consider permeable paving? Self-mitigating landscape features?
 - No, but this could be used on sidewalks to help irrigate the planting strips. Green Factor will push big projects to do more at the street level—so that’s coming. KC/Metro is now building its first permeable sidewalk.
- Will linear planting strips survive with anticipated pedestrians?
 - There are breaks to accommodate curbside parking and they tried to reduce parking, but local business wants parking. City staff has requested as much planting matter as possible, not trees in grates.
- How real is the King County TOD?
 - It is still very early; SHA will likely be the housing developer.
- Signage and wayfinding and street lights will clutter up the street, too, so that doesn’t leave much space in the end. Design should avoid hanging a big, yellow pedestrian crossing signs.
- Where are curb cuts?
 - They are nominal, to the Lorig and to the parking and future TOD site.
- I applaud KC/Metro for doing their best, but we are still concerned about sequencing. How does the timing for this work with Lorig project?
 - The timing is closely coordinating, but sidewalk installation in front of Lorig will be delayed until that construction is going ahead. Sidewalks on west will be done since development there is so far into the future that short-term street is needed.

- Clients and users are real people who live to the south and east. Consider the pedestrian experience from their perspective.
- Textural pavers should be considered as a self mitigating sidewalk feature to accommodate utilities and the need for breathing space.
- The north end remains a concern, especially the intersection at 103rd. This is a primary freight access route for the south end of the mall.
 - SDOT is working on signal solutions and hopes to work on entire corridor in future, it is in CTIP. Simon will do some pedestrian path improvements at their driveway.
- I appreciate hearing that mid-block crossing will feature 4-way stops. Also, I appreciate that the team has responded to many previous DC comments.
- Will truck turning movements and operations be monitored?
 - Yes
- I compliment the team on their plant selection.
- Will utilities be underground?
 - Yes.
- Can you remind us about lighting options?
 - There are 2 options, going with fewer pedestrian lights to maximize trees as previously recommended.

7 June 2007 Project:	City-Wide Pedestrian Master Plan
Phase:	<i>Pre-Design</i>
Previous Reviews:	None
Presenters:	Barbara Gray, Seattle Department of Transportation Megan Hoyt, Seattle Department of Transportation
Attendees:	Kristian Kofoed, DPD

Time: 1.0 hours

(SDC Ref. #169/RS0606)

Action

The Design Commission unanimously supports the preliminary design phase of the Pedestrian Master Plan and underscores its value and objectives with the following comments:

- **Remember the importance of coordination among all the City’s plans (i.e. the Urban Forest, Bike, Park, Art) as the pedestrian plan evolves.**
- **Public art as a component and a vehicle for public involvement and participation should be recognized.**
- **In your planning, attend to communities with long standing needs and long stated priorities for pedestrian improvements.**
- **Attend to maintaining, enhancing and extending the City’s topographically responsive pedestrians ways and overall system of hill climbs, walkways and stairways.**
- **We appreciate the idea and intention of a clear toolbox of options for pedestrian meetings and underscore the importance of performance measures in terms of needs, means and design responses.**
- **The Commission supports the Pedestrian Planning approach as a system wide planning effort.**
- **Keep an eye on speed limits.**
- **The Commission is supportive of the idea that this plan can move us beyond matters of mere access and onto issues of design and the qualitative pedestrian experience.**
- **We encourage you to follow lead of the Bike Master Plan and go after the “low hanging fruit” to show immediate actions from the Plan.**
- **The Commission urges the team to keep in mind that many years and stakeholders are needed to build capacity and steward the Plan over the long term if it is to be successful.**

Proponent’s Presentation

City Council and the Mayor have identified pedestrian safety as a priority this year along with related infrastructure projects. This planning effort kicked off with a Council resolution this spring which charged SDOT with doing this work and convening an advisory committee who met for the first time just last week. Also, a special Council Committee on Pedestrian Safety was established and SDOT staff has been working with them since March. Much like the Bike Master Plan, great value is found in a larger system wide look at network with actions that can be taken now and in future. Right now is the time—with Bridging the Gap funding for physical improvements, Complete Streets and the Strategic Transportation Plan and other local policies along with national attention on public health.

Goals

- Reduce the number and severity of crashes
- Get more people walking
- Help build strong communities

The Process

- Understand the current system
What works? What doesn't work? Where are the gaps and opportunities?
- Define the needs and priorities
Overcome physical barriers, make walking a viable choice for everyone, and improve safety
- Develop the system we want
Connect and create great places, implement best practices from other cities, work towards a Sustainable Seattle
- Determine how to get there
- Leverage support and recent actions
Mayor's Ten Point Plan for Pedestrian Safety, Bicycle Master Plan, Complete street ordinance, national attention on public health and environmental benefits of walking
- Build on existing policies and plans
Seattle Comprehensive and Neighborhood Plans, Transportation Strategic Plan, modal and sub-area plans, Climate Action Plan, Urban Forest Management, art plans.
- Develop new resources
Data collection, neighborhood outreach, integrated updated policy framework, identified best practices and new opportunities, prioritization criteria, financial plan for implementation
- Support partnerships
Between the City, community and stakeholders
- Establish the next steps
Establish working relationships and procedures, finalize project scope, define public involvement



Currently, SDOT is working on the scope, assembling an interdepartmental team, convening the Advisory Committee, and will start soon to engage consultants. SDOT will also do some work within the department. All of this will wrap up by end of 2008. One deliverable will be a list of projects and a framework for how *Bridging the Gap* funding will be spent, including big ticket items and small ones, too.

Commissioner Questions and Comments

- How will neighborhood groups and their plans and district councils provide input?
 - SDOT continues to administer NMF funding, lots of small and large projects desired are related to street and sidewalk improvements.
- Consider the ideas identified in SDOT's Art Plan to help set the context for the Pedestrian Plan and the recently signed DR for Visual Artwork Review that takes account of both private and public development.
 - Yes, the team is working on that and will incorporate that into the Plan.
- Will SDOT create new a system or point person to help advocate for pedestrian oriented projects?
 - SDOT's Street use staff has standards, updates codes and also works on customer service and training, but many departments help carry these out. There is no

single liaison envisioned, but rather we'll rely on many stewards throughout the City.

- Seattle has lost its way with the overall pedestrian experience. Former Design Commissioner Nic Rossouw has sent a letter urging the Design Commission and City focus on this project.
- Topography is part of Seattle's experience and a challenge. ADA access is not well accommodated or maintained, but is essential for the city to function well.
 - New funding is available to restore public stairways, and such connectivity is definitely part of the larger system. Huge inventory and backlog of needs.
- Crosswalks and intersections should be a priority.
 - SDOT is open to ideas and not yet clear on how best to measure success. This will certainly be part of the toolbox. Again, systems perspective will be helpful.
- Performance measures in general are critical.
- Consider the vacation and sky bridge review process – and identify priority sites and/or pedestrian goals that SDOT and the Design Commission in its work can help to carry out.
- Safety is tied with speed, so reducing speed will help reduce severity of pedestrian crashes, right?
 - Yes, but need to look at the local area and how best to do traffic calming.
- Success of plan is dependent on people to lead and steward; so is there a commitment at SDOT to make sure plan has people who will implement?
 - Not just one person, but many people – both in and out of the city.
- Seattle University installed flashing lights in pedestrian crosswalk on Cherry, but that's gone now. What was the lesson learned?
 - Maintenance was an issue, but lots of new technology exists, so the team has been looking at all of that.
- Are you looking at street typology and design standards and operational goals and special places?
 - Yes, lots of plans are being referenced but the team needs to identify a range of projects that fits all neighborhoods, not just downtown.
- A toolkit or kit of parts strategy makes sense. Some pedestrian street or features are Seattle icons, like Vine Street or traffic circles.
- Follow the wise approach of the Bike Plan and go after “low hanging fruit” first and the easy action items and then move to the longer term and bigger ticket items.
- What's your communication strategy?
 - Smaller groups have biggest needs and some local nonprofits have done studies.
- The team needs to brand the project.
 - Yes, but we don't want to rely on a few big meetings, it needs to work at all levels and engage people who don't usually get involved with City plans.
- The Plan will be successful only if it incorporates previous good ideas, some of which were not fully delivered on.
- SDOT Urban Forestry Management Plan is nearly complete. Their effort inventoried trees throughout the city will nicely inform the Pedestrian Plan, too.

7 June 2007 Project: **Seattle Bicycle and Pedestrian Advisory Board**
Phase: *Discussion*
Previous Reviews: October, 2005
Presenters: Megan Hoyt, Seattle Department of Transportation
Monica DeWald, Seattle Department of Transportation
Jodie Vice, Chair, Seattle Pedestrian Advisory Board
Brian Dougherty, Chair, Seattle Bicycle Advisory Board
Attendees: Kristian Kofoed, DPD
Tony Dollor, SvR Design

Time: 0.5 hours

(SDC Ref. #169/RS0606)

Summary

The Design Commission welcomes the broadening of SDOT priorities over the years to include bike and pedestrian needs and recognizes the incredible value of the Seattle Pedestrian Advisory Board and the Seattle Bicycle Advisory Board. We also support and encourage the increased involvement of both groups in the future of the Viaduct replacement planning efforts. Lastly, we support the involvement of both groups in the discussion of sustainable design and green development and all groups should pledge to share agendas and information more and the Design Commission staff will continue to coordinate key projects.

Discussion

Seattle Pedestrian Advisory Board

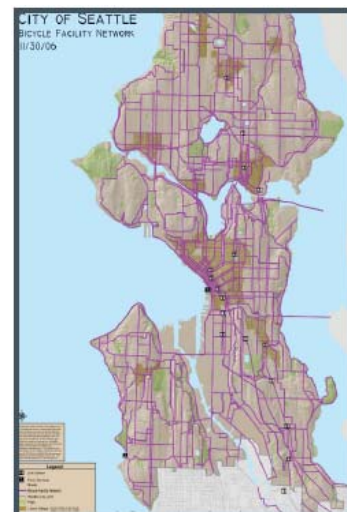
SPAB examines several of the same projects as the Design Commission with a focus on SDOT projects. Current composition is pretty diverse, and resides in different parts of the City. This board looks at specific projects, and bigger plans, such as Waterfront Plan and more recently Pedestrian Master Plan with best practices from other places. A seven page scope was submitted to City Council. Also, the Board looks at policy issues, such as budget issues and signal timing. Meetings are held monthly and have four committees aside from the Board meetings. A significant focus recently as been on safety lately and working with the SPD.

Seattle Bicycle Advisory Board

SBAB is similar in mission, comprised of 11 members who meet monthly. 80% of projects are SDOT. There is a balance of projects and policies, but generally are advocacy focused. The Board has focused on the Bike Master Plan for the last year. Also, one representative now sits on the new Pedestrian Master Plan Advisory Committee. The purpose is to bring citywide users' perspective to the table. There is a lot of crossover, so many times two groups work together.

Design Commission

Design Commission profile was also provided. The Commission is charged with CIP reviews and review of projects in the right of way. There have been many big transportation projects



lately. The Design Commission has reviewed the Bike Master Plan and just today was briefed on the prospective Pedestrian Master Plan. The Commission brings design expertise to the table and advises on design matters to the Mayor, City Council and all other City departments.

There are many points of overlap. Recently, the Design Commission saw the East Marginal Way Flyover – and advocated strongly that bicycle needs be prioritized for that. Also, the Viaduct – will involve all interest groups. New Urban Mobility Plan is being followed by all 3 groups, as well. The Design Commission is considering a Boulevard Workshop – and would like to include needs of bicyclists and pedestrians, since the new emphasis is on multiple modes. The SBAB is opposed to combined trail and prefers dedicated routes. The goal is to create safe routes for *all* users.

Commissioner Questions and Comments

- Has there been any engagement with the Parks Department? Specifically, has either board reviewed the Open Space 2100 plan or the Bands of Green?
 - There has not been much contact, but not precluded either. No, neither group has reviewed either document.
- How does SBAB reconcile the two different kinds of bike users – recreational and commuters?
 - Bike Master Plan envisions a full range of trails and on-street routes.
- What other cities offer good examples of Pedestrian Plans?
 - Portland – 15years ago. Oakland – very complete. Wash DC, London and Mariposa County, AZ. No single is really the perfect model for Seattle. One key aspect of any plan is policy and right of way coordination, especially long term capital planning.
- The Bike Plan had a really compelling set of maps, anything like that envisioned with Pedestrian Plan?
 - Feet First – neighborhood maps will be in circulation.
- How do SPAB and SBAB work with advocacy groups?

The Boards do interact, but don't share membership and don't always agree.

7 June 2007 Project: Commission Business

Time: 0.5 hours

ACTION ITEMS

- A. Timesheets
- B. Minutes from 05/17/07/Cubell
Approved!

DISCUSSION ITEMS

- C. Council Meeting Updates/Cubell
- D. Outside Commitments Debrief/All

ANNOUNCEMENTS

- E. ARCADE Reception, 6/7, 5:30 – 7:30pm
- F. DC Meeting on 7/5 - CANCELLED
- G. Urban Sustainability Forum – 2007 line up

7 June 2007 Project:	Colman Dock Redevelopment
Phase:	<i>Design Update</i>
Previous Reviews:	August 3 2006, September 15, 2005, April 7, 2005
Presenters:	Rob Berman, Washington State Ferries John White, Washington State Ferries Hadley Greene, Washington State Ferries Ann Sutphin, Seattle Department of Transportation
Attendees:	Irene Wall, Community Member Juanita LaFond, community member
Time: 1.0 hours	(SDC Ref. #122)

Summary

The Commission appreciates the project update and understands State legislation in April redirected Washington State Ferry efforts to focus more on operations and service, economic stability and not on project design. Given that, the following are a few comments from the Design Commission:

- **The Design Commission will continue its involvement in the Citizens Advisory Group.**
- **We support the Ferry system’s WSF ongoing coordination with City planning efforts, especially the Viaduct and Central Waterfront project, the new \$8.1m Urban Mobility Project, the Port and King County.**
- **The Design Commission recommends that during this time, city staff efforts should consider what options might work best for the City given the project delay.**
- **We understand that Washington State Ferries will continue to explore co-development strategies, including mixed-use, retail for revenue through private venture partners. Rules and expectations should be understood and agreed upon before moving forward.**

Proponent’s Presentation

Project Updates

There have been many changes this last year to project team; Rob Berman now serves as Project Manager as of January. The position was previously filled by Tim King. John White is the new Director of Terminal Engineering for WSF.

The State Legislature significantly reduced the project budget for the next biennium, 2008-09, to approx. \$900k. The Legislature wants to see the terminal projects in alignment with system-wide work directed by ESHB 2358, the 2007 ferry financing legislation. Project-specific funding is provided for continued work with the City of Seattle on design guidelines and coordination with the Viaduct team, SR 519 team, and Central Waterfront team.

Design development and EIS work is now on hold for 2 years. However, WSF will continue to convene the project’s Citizen Advisory Group (CAG). This group will intermittently provide community input as WSF reassesses its operational and funding plans in response to the ferry finance legislation. The next CAG meeting is on June 21st. WSF has also engaged Strategic Economics as consultants to look at the issues related to opportunities for co-development, past

consideration of a comprehensive plan amendment and the Council/Mayor draft resolution of guidelines for Colman Dock.

Current Exploration/Redevelopment

KC/Metro has just formed a ferry taxing district with phased plans to take on some local routes and small boat operations, like Seattle-Vashon passenger-only service (currently operated by WSF), West Seattle Water Taxi and possibly new routes on Lake Washington. Also, PSRC is embarking on a study of a regional strategy for passenger-only ferries. SDOT continues to follow all these discussions about service and operations with all agencies.

The CAG has been enthusiastic about the vision for redevelopment but had a number of concerns regarding operations. They are an important sounding board of users and those familiar with the project, so important to keep them engaged.

Commissioner Questions and Comments

- What are the Waterfront Plan givens?
 - Existing conditions will continue as baseline for planning during the next two years.
Pier 48 is being acquired for Viaduct project – city team is still looking at this
- What has been discovered with the economic studies?
 - There are some preliminary studies underway, but a long term sustainable ferry system is the Legislature’s goal.
 - Last year, WSF did release a draft long-range capital plan. This plan will be revisited and will include many of the work elements conducted on a systemwide basis to respond to legislative directives. The City continues to press for more focus on pedestrians and less focus on vehicle for Colman Dock to accommodate future growth.
- The City is going to keep going and will plan around Colman Dock, but the team will have to stay in touch with City’s Viaduct efforts.
 - Yes, WSF staff is following the Urban Mobility Plan and on the City’s Viaduct team list.
- Previous schemes offered quite a range of redevelopment options, some were pretty aggressive – requiring Comp Plan amendments and contract rezone, but the Comp Plan amendment request was postponed.
- Has your team coordinated with the Port?
 - Yes, we continue to for basic operations.
- Is the utility Corridor idea for the viaduct that includes ferry remote holding still being pursued?
 - Yes, the City/SPU is working with local developers on that idea still.
- Are there any reservation demonstration programs planned by WSF in next few years?
 - State legislation requires alternatives, such as peak period pricing or reservations to be studied. A reservation system pilot program might be tested in outlying areas first.

7 June 2007 Project: Commission Outreach
Phase: Staff Discussion

Time: 1.0 hours

(SDC Ref. #168)

Boulevard Workshop

The SDOT Viaduct Team must deliver a report to Council by Sept. '08. The \$8.1m Urban Mobility Plan was largely re-appropriating City funds previously assigned to the project. There are three components of work: 1) Waterfront 2) Mobility and Transit Plan – redefining and broadening roadway capacity, and 3) Public Involvement.

The Design Commission is interested in conducting the workshop, but will need to check with the Planning Commission. According to SDOT staff, the best timing for the Workshop might be in 2008. The Design Commission should assess with the PC and Council this summer and then get back to SDOT regarding their decision. DPD will only be coordinating with SDOT as part of their urban design team. The Waterfront Plan still has proviso that limits spending of funds. The City needs a better understanding of numbers and transit modes before the DC embarks on a Boulevard Workshop. The DC should also look at other aspects of the Viaduct, especially the \$500 m for the South end, following up on SDOT's recent project update. That work is a CIP and clearly part of the DC's mandate to review. The Commission needs to get clear on what SDOT's timeline is. Staff will get this and circulate. DC reps will *be meeting with PC later this month – and should discuss with them, then SDOT and Council.*

Urban Design Issue Paper

This is a Good Design platform piece, and will entail design priorities/issues for each member. A lot of previous Design Commission work and documents will be used as reference. This will tie into something concrete to ground it, perhaps part of the upcoming bi-ennial design awards. This piece could serve as the selection criteria for the awards. Design Commissioner's own words, not just relying on actions to delineate ideas and issues. The first step is to get list of projects, and continue to chat about values and criteria.

Preparation for 2007 Bi-ennial Awards

This will be discuss further on 7/19 – staff will develop list of projects seen in last two years, DC will think about what their values are.