



APPROVED MINUTES OF THE MEETING

Mike McGinn
Mayor

Diane Sugimura
Director, DPD

Marshall Foster
Planning Director, DPD

Julie Bassuk
Chair

Graham Black

Malika Kirkling

Laurel Kunkler

Tom Nelson

Julie Parrett

Osama Quotah

Norie Sato

Donald Vehige

Valerie Kinast
Coordinator

Tom Iurino
Senior Staff

April 21, 2011

Convened 10:00 am
Adjourned 4:00 pm

Projects Reviewed

Yesler Terrace Redevelopment
Unico
Active Voice Building
DPD Planning Division Update

Commissioners Present

Julie Bassuk, Chair
Graham Black (excused from 3:00pm-4:00pm)
Malika Kirkling
Tom Nelson
Osama Quotah (excused from 1:00pm-4:00pm)
Norie Sato
Donald Vehige (excused from 10:00am-12:00pm)

Commissioners Excused

Julie Parrett
Laurel Kunkler

Incoming Commissioners Present

Debbie Wick-Harris

Staff Present

Valerie Kinast
Tom Iurino



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April 21, 2011	Project:	Yesler Terrace Redevelopment
	Phase:	Street Vacation
	Last Reviewed:	April 7, 2011; Jun 2, 2009; Apr 4, 2009
	Presenters:	Anne Fisk-Zuniga, Seattle Housing Authority Melody McCutcheon, Hillis, Clark, Martin and Peterson, P.S. Alan Grainger, GGLO
	Attendees:	Beverly Barnett, SDOT Dave LaClergue, DPD Steve Burke, SvR Design Tom Eanes, SHA Rebecca Herzfeld, Council staff Marieke Lacasse, GGLO Justin Martin, SvR Design Bob Messina, public Amanda Reed, GGLO

Time: 10:30am – 12pm

PRESENTATION

Seattle Housing Authority proposed to replace the Yesler Terrace housing development with a much denser mix of housing, office and retail. Its plans require vacating several streets. The project will replace all existing 561 extremely low-income housing units and add approximately 1200 additional low income housing units, 2,000 to 3,000 market rate units as well as 900,000 square feet of office space, 88,000 square feet of retail space and 15.9 acres of public and private open space. Heights and massing of buildings will vary throughout the site, predominately midrise buildings interspersed with highrises. Redevelopment and right-of-way improvements will occur in phases, as funding is available and development partnerships are formed. SHA estimated full build-out spanning 10-20 years.

With the street vacation, SHA proposed to reconfigure the streets to simplify them, achieve better connectivity with the street grid, and better respond to the topography. In addition to the changes to the street pattern, SHA proposed woonerfs, pedestrian connections, and easements to provide a finer grain of circulation through and within the development. As public benefits SHA proposed 1) more ROW than before and the provision of wider sidewalks and bike lanes; 2) enhanced improvements in the public realm, 3) through-block pedestrian connections secured with easements.

This is an unusual vacation because the project is in a more preliminary stage than other street vacations the commission normally reviews.

ACTION

The Commission thanked the Yesler Terrace Redevelopment team for its clear presentation of the proposed project and the urban design merit of the street vacation proposal. The commission believed the proposed circulation plan made sense.

By a vote of 6-0, the commission approved the urban design merit portion of the street vacation request with the following recommendations:

- **Study the woonerf that leads to Washington Street across the awkward and heavily trafficked intersection at Boren and 12th Ave S. Develop the design and placement of the woonerf to give children safe and attractive options to cross Boren. Children may walk on the woonerf to reach the school and playfields across Boren to the east.**

- **Develop the open space adjacent to the streetcar stop. It is a great opportunity for placemaking. Several other stops on the First Hill streetcar line will be adjacent to plazas and open space; the stop within Yesler Terrace could be similarly rich with open space.**
- **Raise the bike path that is adjacent to the streetcar stop so that it is at the same height as the stop. Do not create a sunken trough for the bike path, as it would make it unnecessarily difficult for both the cyclists who ride on it and pedestrians who must cross it.**
- **Study the Yesler road section west of Broadway. Give bikes more room, which would be especially useful considering the uphill grade, by combining the bike lane with the sidewalk.**
- **Refine the design of the transition from the Broadway bike lane as it crosses Boren, especially going southbound, where riders must cross traffic to get into the two-way bike lane on the east side of Broadway.**
- **Be more specific about both the elements of the public benefit package and the delivery of them throughout the 20-30 year phasing of the project. The city needs a commitment that the public benefit package will be delivered as promised. Pledge that the project and public benefit package would be subject to further review by the Design Commission if there are changes to design.**
- **Develop a mechanism to review and improve sustainability measures and urban design guidelines as the project's phases are developed over the next 20 years. We should not be locking ourselves into today's standards and practices when tomorrow's will likely be better.**
- **Write the design guidelines to address minimum sidewalk widths outside the right-of-way along Yesler, specifically on the north side of Yesler west of Broadway. Also, write the design guidelines to insure that access to views, air and light will exceed what's there now.**
- **Codify the public benefits so that they are not diluted or lost.**

At the next presentation, the commission will consider the public benefits package.

Commissioner Wick-Harris did not vote because she is not yet confirmed.

Commissioner Vehige was not present for the review and did not vote.