



**Seattle
Design
Commission**

**APPROVED
MINUTES OF THE MEETING
7 August 2003**

Gregory J. Nickels,
Mayor

Donald Royse
Chair

Laura Ballock

Ralph Cipriani

Jack Mackie

Cary Moon

Iain M. Robertson

Nic Rossouw

David Spiker

Sharon E. Sutton

Tory Laughlin Taylor

John Rahaim,
Executive Director

Layne Cubell,
Commission Coordinator

Projects Reviewed

Sand Point Magnuson Park
South Park Library
Southwest Community Center Expansion
Terry Avenue N Design Guidelines
Lake City Way Multi-Modal Transportation

Convened: 8:30am

Commissioners Present

Laura Ballock
Cary Moon
Nic Rossouw
David Spiker
Sharon E. Sutton

Adjourned: 4:00pm

Staff Present

John Rahaim
Layne Cubell
Lisa Baker



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Construction & Land Use

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7 Aug 2003 Project: **Sand Point Magnuson Park**

Phase: General Project Briefing

Previous Reviews: 16 May 2002 (Design Development), 1 November 2001 (Briefing), 7 December 2000 (Schematic Design), 20 July 2000 (Briefing), 9 September 1999 (Master Plan Briefing)

Presenters: Eric Friedli, Sand Point Magnuson Park Director
Kevin Bergsrud, Sand Point Magnuson Park Planner
Guy Michaelsen, The Berger PartnershipAttendees: George Deleau, SSAC/SPTA
Scott Kemp, DCLU

Time: 1.5 hours (SDC Ref. # 169 | DC00036)

Action: The Commission thanks the team for coming and updating the commission on the progress of these projects and would like to make the following comments and recommendations.

- The Design Commission continues to be impressed by the larger vision for the park and strategies for developing it in phases and applauds the team's tenacity in forming partnerships to make these projects possible;
- continues to encourage the team to develop an entrance or gateway to the park at the North Shore that links the park to the Burke-Gilman trail;
- applauds the efforts to make the piers at the North Shore Recreation Area more salmon friendly;
- supports efforts to regain public access to the artwork on the NOAA site, especially in light of the coming 20 year anniversary of this work and offers to assist the team in their efforts;
- feels that the strong geometry of the new sports field plan is far superior to the previous plan;
- recommends that the team develop the new pedestrian spine in the sports field complex as a bold linear element with an exciting terminus on each end in contrast to the curving cross country path that stretches across the site and urges the team to link the pedestrian spine to the curved path in order to provide a continuous walking path through the site;
- encourages the team to shift the parking lot and play fields that are still on the city grid into the same alignment as the other fields to reinforce the new geometry;
- supports the inclusion of runway marker lights in the wetlands area that mark the alignment of the airstrip which used to be on this site as well as the other remnants of historic uses; and
- recommends approval of the new field configuration and its incorporation into the previously approved design for the athletic fields and wetlands.

The work at Sand Point Magnuson Park comprises a series of projects each with their own phasing and funding schedules. Many of the projects previously reviewed by the Design Commission are currently under construction or permitting. The Projects include the Athletic Fields/Wetlands Area, the North Shore Recreation Area, the Activity Center, the Community Garden, the Amphitheatre, the Off-Leash Area, the Fire House Artist Studios, the Tennis Center, the Recreation Building, and transitional homeless

housing.

North Shore Recreation Area

This project is intended to be a center for hand-launch boats. It also encompasses a connection from Sand Point Way to the Burke Gilman Trail. The project includes:

- 2 new piers for canoes, kayaks and other hand-launch boats
- storage space for boats, which can be rented by the public
- parking lot improvements

The Project Team has applied for the various permits required for this project including permits from NOAA, the Army Core of Engineers, and DCLU. They are currently in the final stages of the review process. The only changes that have been recommended during this review process are revisions that will make for more “fish friendly” construction. The primary goal of these revisions is to reduce the amount of over water coverage of the new piers. They are considering an option to reduce the width of the piers immediately adjacent to the land and connect them to a wider structure further out into the water. They are also looking at incorporating grated material into the piers. The piers were originally planned to be 12 feet wide, but it is likely that they will be narrower in the final design.

The latest scheme also calls for the demolition of part of a remaining navy dock that is closest to the shore. This dock no longer has a use, but lies within the Sand Point Historic District and is considered to contribute to the historic district. The Project team is communicating with the Historic Review Board to see if it will be possible to demolish this structure. The final solution will need to balance between fisheries enhancement and historic preservation.

The goal is to have all of the permits by the end of this year. Construction on the shoreline work would need to take place during the second half of the year (2004) in order not to disturb the salmon migration, but the upland work could begin as soon as the permits have been acquired.

Key Commissioner Comments and Concerns

- Wonders how this project is addressing the connection to the Burke Gilman Trail. The previous action from the Commission recommended lowering the fence abutting the trail and creating a gateway.
 - Proponents stated that they plan to replace the existing fence with a four foot high black vinyl fence. They explained that there will be planting along the fence so that for the most part the fence will not be visible. They admitted that they have not yet addressed the gateway between the trail and the park.

Activity Center

This building will house smaller scale activities than the Recreation Building. It will include jazzercise classes and other small activities. This building is adjacent to the Community Garden.

Community Garden

The Community garden encompasses a four acre site. One quarter of the site is a P-Patch. The site also includes a native plant demonstration area, a native plant nursery, an orchard and a children’s garden. This community garden is the focal point of a lot of community activity and involvement.

The Community formed a non-profit organization in order to procure matching funds from the city in order to complete work in the garden. There are roughly 100 P-Patchers who regularly use the garden. The children’s garden also holds monthly parties which draw members of the community.

Adjacent to the garden were a row of unhealthy poplar trees which have been removed. In place of the

135 trees which were removed, volunteers have planted roughly 400 native plants.

Amphitheatre

The amphitheatre project is the largest project that has not yet been completed. It includes a terraced concrete block wall which will include a seating ledge along the top, as well as grassy areas. Some rock has been donated for this project and will be installed soon.

Off-Leash Area

The Off –Leash Area includes an expansion of the existing trail as well as a wetland mitigation plan. The trail is currently 12 feet wide and would be expanded to 40 feet wide at the off leash area. Currently there is no funding for improvements to the off-leash area. If funding is found within the next two years, this project will be able to be built under the current set of permits.

Lighting

Sand Point Magnuson Park also has a lighting improvement design for which there is currently no funding.

Key Commissioner Comments and Concerns

- Wonders if any of the projects involve changing the shoreline.
 - Proponents stated that there would not be any significant changes to the shoreline. They explained that the only changes to the shoreline would be to make it more gently sloping. This would entail a change of only five or ten feet in the shoreline location.
- Commends the Park on the excellent off-leash facility. Wonders if the connection to NOAA is permanently gone.
 - Proponents explained that NOAA feels that due to security concerns the connection will be permanently closed. The project team, for the Sand Point Magnuson Park improvements have been in communication with the office of cultural affairs and have sent a letter to NOAA regarding this issue. They have requested that at the least the artwork be reopened to the public. They have also offered to take on the maintenance of the artwork. Proponents stated that October is the 20th anniversary of NOAA and the artwalk which debuted the sculpture to the public.
- Urges the team to continue these negotiations and offers that the commission will support any efforts to regain access to this artwork especially in light of the coming anniversary.

Fire House Artist Studios

The Park currently does not have funding for this project to convert the existing fire house into artists' studios. They have a complete design and are currently in a holding mode while they await funding. There is funding available for this project in the 2005 CIP budget.

Tennis Center

There is a phased plan to improve the outdoor tennis courts. The first phase will include an inflatable structure to enclose half of the tennis courts during the rainy season.

Recreation Building (building 47)

This project involves the renovation of building 47 to include large activity spaces such as a theatre, gymnasium, meeting room and a lobby space. During the renovation there have been many unforeseen hazardous materials abatement issues. These have significantly raised the cost of the project, and some elements of the original program will need to be eliminated to balance these costs. The proposed pool cannot be built under the current budget, nor can the two story south wing. The gym is scheduled to open on November 17th and the full building should be open by January 1st.

Transitional Homeless Housing

The first phase of the transitional homeless housing project has been open for several years and includes 103 housing units. This phase involved the renovation of six existing buildings. The 2nd phase will be new construction on three different sites around Sand Point Magnuson Park and will add 97 units of housing. The Sand Point Community Housing Association is developing this project. They have already applied for Housing Levy Funds to finance this construction, and have been turned down. They have revised their proposal and feel they have a stronger chance of getting funding through the next application period this September. Their goal is to start construction at the end of 2004 or the beginning of 2005.

Key Commissioner Comments and Concerns

- Wonders if there might be environmental/hazardous materials abatement issues involved in this project similar to the recreation building project.
 - Proponents stated this phase of the Transitional Homeless Housing will be entirely new construction and therefore should not have the same problems.
- Wonders if community resistance to the transitional homeless housing has died down since the first phase of the project has been constructed.
 - Proponents stated that the community seems to be comfortable with the housing project now that it is on the site. They acknowledge that the construction of the new buildings may stir up community resistance again. Feels that opposition is more likely to be focused on the new buildings than on the housing use.
- Wonders who is designing the buildings and what the character of the buildings will be.
 - Proponents stated Les Tonkin is the architect for these buildings. They stated that on one of the sites the building will be two stories and roughly 30 feet tall. The massing of the building will be similar to the existing navy structures.
- Wonders if there is shopping planned nearby to serve the residents.
 - Proponents stated that there are human services planned to serve the residents but no commercial development. They explained that the current residents take the bus to U-Village or the University district to do their shopping.
- Wonders if there are any vendors on the site currently.
 - Proponents explained that there used to be a coffee vendor on the site, but it was not successful because there was not enough traffic through the park

Wetlands and Play Fields Approval Process

The park has been held up in regulatory processes on their plans to add new playing fields and wetlands recreational spaces. They had completed the design a year and a half ago and have since been seeking permits and approvals. They submitted the EIS in July and have since been grappling with three appeals. The three appeals were from the Northwest Audubon society, Friends of Magnuson Park, and the Housing Authority. The Friends of Magnuson Park is a community organization that was formed in order to address their concerns over the EIS for this project. The other two groups (The Audubon Society and the Housing Authority) have dropped their appeals. The EIS was appealed on 8 issues and has prevailed on the issue of the impact of sports field noise on wildlife. The Park has another upcoming hearing on this issue.

The neighborhood's primary concerns about this project are the lighting of the fields at night and the noise from the fields being used at night. The proposed plan includes 11 play fields with varied hours of

use. One of the fields (the Youth Soccer Field) will be closed at 9 pm. Five of the remaining ten fields will be closed at 10pm and the other 5 will close at 11pm. So far the park has not established which five will close at 10pm and which at 11pm. Ideally they would like to keep this flexible so that they could rotate which fields stay open later on a seasonal basis.

The parks team will present their proposal to City Council once they have completed the EIS appeals process. Friends of Magnuson Park has made presentations to the Kirkland community as well as the mayor of Kirkland. The park team is not yet sure how Kirkland may be involved in these negotiations.

Key Commissioner Comments and Concerns

- Questions if the park team feels that the play fields will ultimately be approved.
 - Proponents stated that City Council has approved many similar plans over the last 3-4 years. They feel that the primary issues will be the lighting and the hours of operation. Ultimately they feel optimistic that City Council will approve their plan.

Play Fields and Wetlands Design Changes

Many people feel that the wetlands and playing fields are incompatible uses, but the park is aiming to join the two through their design. The previous version of the design was based on a very literal interpretation of a legal compromise between field users and wetland supporters. This agreement was linked to a specific site plan design and the project team felt bound to adhere to this scheme. Subsequent appeals to the EIS have allowed the team to revisit the design as they seek to lower the impact of the project.

Through this reconsideration of the plan the team has identified several potential benefits to a revised configuration. First they have been able to cluster like uses, for example all of the soccer fields are grouped together whereas in the previous scheme they were scattered across the site. This new configuration will make it easier to hold soccer or rugby tournaments in the park. It will also greatly simplify way finding for park users.



The reconsideration of the layout has also allowed the fields to be shifted off of the city grid and onto an angle closely matching the historic runway alignment on the site. This change in geometry allows for the creation of a pedestrian spine that connects all of the playing fields from north to south in the park. The geometry of the playing fields would then break down as it moves into the soft curves of the wetland areas. It is intended that the spaces between the play fields would remain pervious to east west pedestrian circulation. The design team is interested in creating nodes and places to stop along the pedestrian spine. They are also considering that the spine could change in

width along its length to mediate its scale and add variety to the pedestrian experience. The team noted that nothing has changed in the wetlands portion of the complex from the original scheme to the revised version.

Key Commissioner Comments and Concerns

- Wonders how the streetscape will be treated along Sand Point Way.
 - Proponents stated that some trees along Sand Point Way need to be removed and that

these trees will be replaced by other vegetation. They are also planning to take down the fence along this road and are holding a community meeting to discuss these changes. They are concerned that some members of the community feel that the fence should remain.

- Wonders if there has been any change in the amount of impervious surface with the revised plan, and if there are changes how they will affect the wetlands environment.
 - Proponents stated that through a reconfiguration of the parking lots in the revised scheme there has been a reduction in the amount of impervious surface. They explained that this will mean that there will be more clean water that goes directly into the wetlands and less runoff that needs to go through a treatment pond before entering the wetland system. They also noted that the redevelopment of this site as a park has been a continuous process of removing impervious surfaces.
- Questions how the team has addressed previous commission concerns including the design of the terminus to the lake shore access road and the recommendation to preserve some of the non-native plants on the site especially the poplars.
 - Proponents stated that they have not yet developed the terminus to the lake shore access road, but are looking forward to exploring this as the design progresses. They also explained that as previously mentioned the poplars were unhealthy and have been removed.
- Feels that the new scheme is a triumph of design over a negotiated plan. Especially feels that the pedestrian spine is a wonderful opportunity, but would encourage the team to approach its design in a different manner. Instead of trying to break down the length of the spine and mediate its scale, suggests that the team develop a very bold and clear path with very distinct ending points. This form would provide contrast to the soft curving forms of the wetlands area.
- Notes that the majority of fields and parking lots have been rotated to a new alignment, but that there remains one parking lot and one field on the old alignment. Questions why these are on a different alignment and encourages the team to reconsider their orientation.
 - Proponents explained that they were attempting to use the pedestrian spine as a border between the two geometries, but admit that they have not been consistent in that approach and agree that they should reconsider these alignments.
- Acknowledges that the new grid for the playing fields is on the alignment of the old airstrips. Feels that there is an opportunity to express or give hints at the location of the old airstrip, possibly by including runway lights along the old alignment.
 - Proponents stated that there are runway markers included in their design. They also admitted that they are concerned that some people may not find this appropriate in the wetlands area as they feel it should be a wholly “natural” landscape. They also explained that there is a survey calibration point on the site which requires them to leave certain areas free of trees in order to retain sight lines to this point. They explained that the surveyors are very excited about the potential to highlight this through the design of the park.
- Questions if the park has funding to complete the play fields and wetlands project.
 - Proponents stated that they do not have all of the funding to complete the project and that

they want to make sure that the work completed as phase I of the project can stand on its own as a project even if they were to receive no future funding. They explained that they are exploring phasing options to achieve this goal.

Other Facilities

The first goal of the Sand Point Magnuson Park Master Plan has been to focus on the park portion of the park. So far they have not been focused on the other buildings on the site. The Park is currently updating their renovation cost estimates for the other buildings on the site. They are also conducting a market type survey of park users asking them what they typically buy on their way to or from the park, and how much they typically spend. Their aim is to develop a business plan for the development of the campus which indicates what the market would support and what uses could be accommodated in the existing buildings.

The University owns five of the buildings on the Sand Point Magnuson Park Campus and is currently renovating them on an as-needed basis. Most of the space that they have renovated so far has been for storage or other back of house uses. The Park Team is excited that the University is currently renovating a building to make studio space for graduate students and professors in the art department. This will be the first university use that is compatible with the park's vision for the campus.

The University has not been able to find a viable use for building #9 which they own. The renovation cost would be prohibitively high for most uses, and the existing footprint does not accommodate offices or other typical uses very efficiently. North West Montessori had planned to buy and renovate building #25 which was the old administration building. They have recently determined that they cannot raise enough money for this project, and the university is yet to find another potential user. The University also owns a dilapidated wood frame building which they plan to demolish.

7 Aug 2003 Project: **South Park Library**

Phase: Pre-design

Previous Review: None

Presenter: Ray Johnston, Johnston Architects
 Mary Johnston, Johnston Architects
 Alison Walker Brems, Johnston Architects

Attendee: Frank Coulter, Seattle Public Libraries
 Jess Harris, DCLU

Time: 1 hour (SDC Ref. # 221 | DC00307)

Action: **The Commission thanks the group for their presentation of pre-design work on this project and would like to make the following comments and recommendations.**

- **The Design Commission appreciates the consideration of the community, the culture and the place of South Park and encourages the team to hold onto these ideas throughout the design process;**
- **suggests that the team write down, prioritize and summarize their initial concept ideas for the site, and support these ideas with sketches beyond those developed just for the building;**
- **urges the team to explore options for reducing parking or using part of the parking lot for expansion of the public courtyard space or plaza;**
- **Encourages the team to explore different location options for the plaza space including the possibility of using the street as part of the plaza;**
- **Applauds the early landscape idea of using a single large bold tree to enliven the plaza;**
- **Is pleased that the team is considering issues of sustainability and possibly pursuing a LEED rating; and**
- **Recommends approval of pre-design.**

This is the Commission's first time seeing the South Park Library design which is currently in pre-design. The site for the library, on the corner of South Cloverdale St and 8th Avenue South, is very centrally located within the community. It is close by to Concord Elementary School and also to a community center which many children use after school. The library site is on the after school migration route between these two buildings. There is a lot of multi family housing on Cloverdale St as well as a major bus route. 8th Avenue is a more passive street which ends slightly to the south of the site. Other community centers/amenities nearby include a park, a fire station, a senior center, and a neighborhood service center. The neighborhood is extremely happy with the choice of the site for the new library. It is not directly on the main commercial street but is close by and is on a prominent corner which gives the library an opportunity to have a more civic character.

The South Park area was originally farmland, but was developed later for a variety of uses including housing and industrial sites. In the 60's the City of Seattle thought that the residential component of the area was dwindling and proposed rezoning the area as heavy industrial. There was strong community resistance to this change in zoning and the area has since remained as a very mixed residential community including lots of single family houses.

Geographically South Park is very clearly bounded by rivers and the highway. It also has a very strong cultural identity as a Latin American community. This heritage is celebrated through many community

events and festivals including a large festival celebrating the day of the dead. While there are many other ethnic groups in South Park, including South Pacific islanders, and people of Vietnamese descent, the entire community feels connected to the Latin American identity of the neighborhood.

The program for the library is very small with only 5,000 sf of programmed space. The program includes the following uses:

- Meeting room
- Children's area
- Young adults section
- Adult Lounge
- General stacks
- Circulation/reference desk
- Staff office

The library needs to provide 11 parking spaces which can all be accommodated off of the alley to the south of the site. After allocating space for the parking lot there are only 8,000 sf of space remaining on the site, not including further reductions for required setbacks. There is a required 3 foot setback off of Cloverdale St for future street expansion. There is also a 5 foot setback from 8th Ave to allow room for street trees because the sidewalk is not wide enough to accommodate them. The building can extend up to the property line to the east as long as it is less than 13 feet high. Portions of the building that are higher than 13 feet must be set back 10 feet from the property line. The site is zoned for neighborhood commercial which includes library as an allowable use and allows buildings up to 40 feet tall.

South Park is a Neighborhood that likes to gather and the design team would like the library to be a focal point for the community. They feel that in addition to a building that will act as a gathering place they would like to create an outdoor space where the community can come together. The team feels this is especially appropriate given the importance of the plaza in Latin American culture.

The team wants to create an identifiable building with a strong civic presence. They feel that they should give the community a building that is solid and dignified. The building should feel permanent and also incorporate elements of Latin American architecture. Elements of Latin American architecture that the team would like to draw upon are:

- Color
- Solidity
- Permanence
- Mystery
- Connection between indoors and out
- Aggregation of buildings
- Walls
- Hand crafted quality

They feel that elements of the structure should have the touch of an artist or a craftsman. Possibly a door or tile work could be designed by an artist. They want to include something with the feel of being

handmade. The pedestrian connections into the site and through the neighborhood are also critical to the design. People coming from the street and from the parking lot need to be able to use the same entrance, because the library cannot staff more than one entry point especially for a library this size.

The roof will be an important component of the design. They want to draw on the strong sense of being in valley that there is in South Park. The roof form could be like the sky bellying down in a valley. The design team would like the roof to clear span which they think should be achievable given the dimensions of the site. Because of the size of the site relative to the program the building will need to be a simple rectangular form. The intention is that the roof and other lyrical elements will add interest to this simple form.

A door/portal could be an important element of the design and is very important in Latin culture. The treatment of light is another important theme in Latin culture that could potentially enliven the building. There could be playful elements in the ground plane or wall.

The design team is envisioning that the courtyard could be defined by a low wall which could become a design element in itself. The community would also like a water feature which would help to mediate the noise from the highway. The design team feels that the landscaping needs to be spare given the size of the courtyard and would like to incorporate one great deciduous tree especially if the courtyard faces west.

Key Commissioner Comments and Concerns

- Would like to know more about the piazza/courtyard.
 - Proponents stated that they imagine it will be a rectangular courtyard on the west side of the building. They think it will be mostly hard-scape other than a large significant tree, as there will not be a lot of room for vegetation. Proponents explained that they would like places for people to sit in the plaza and for the rooms facing the plaza to have nice views from within. They would like the plaza to be as open to the building as possible but need to balance that desire with the libraries need to control their materials. They are considering some sort of a large door that could be opened for special events but that would have a regular sized door within it.
- Applauds the landscape approach of a strong tree that will balance the otherwise hard-scaped courtyard.
- Is concerned about extending the Latin courtyard tradition into this climate. Notes that Seattle does not have sun baked courtyards.
- Is intrigued by the idea of the plaza, but is concerned about the scale. Feels that a courtyard might be a better model for an open space of this size. Suggests that the design team consider moving the building to the edge of the street and putting the courtyard to the south of the building. In this configuration the courtyard would have a stronger sense of belonging to the library.
 - Proponents stated that they would be concerned about putting the plaza immediately adjacent to the parking if the plaza was at the south end of the site. They would also like the plaza to feel very open to the public, and not just belong to the library.
- Encourages the team to pursue parking reduction if possible and to consider using part of the parking area as an extension of the paved plaza space. Notes that parking could be reduced on special occasions to make use of this shared space. Also notes that the street could be used as part of the plaza.
- Wonders if there is on street parking adjacent to the site.

- Proponents stated that there is on street parking along 8th Ave. and reiterated that it is a very quiet street with very little traffic.
- Wonders where deliveries happen.
 - Proponents stated that a parking space will double as a loading space and that deliveries will happen from the alley. They also explained that due to the size of the library the deliveries will be rather small and will come in vans, not in large trucks.
- Notes that there are many architects living in South Park. Wonders if there is any tension between what the community at large would like and what the architects want.
 - Proponents stated that they met with the community to get their hopes and dreams for the project, but that they have not yet shown them any of their design ideas.
- Recommends that the team summarize and prioritize their ideas and provide backup sketches for each of the different ideas. Would like to see site plan sketches that are equivalent to the building sketches.
- Recommends that the design team look at a nearby project for examples of how they could incorporate Latin American architecture into this project. The project is called Las Brisas del Mar. It is a transitional housing development for mentally ill adults, which is run by an organization called Consejo.
 - Proponents stated that they would like to take a very sculptural approach to the building and might not expose as much of the structure as they typically do.
- Wonders if the team is working with a landscape architect or and artist.
 - Proponents stated that they have not hired their consultants yet. They also stated that the budget for art is small enough that they think they are likely to commission the art pieces rather than involve an artist in the design process.
- Wonders what the schedule for the project is.
 - Proponents stated that they are taking a break during august while they await the soils report and survey. The explained that the site is potentially in a liquefaction zone as a result of the Nisquali earthquake and thus are unsure of the bearing capacity of the site. They stated that they would be able to have the project ready to start construction in spring if there is not a liquefaction issue, but that they will likely need to take breaks in the development for the various review processes.
- Encourages the team to pursue a LEED rating for the project even though it is not required by the city. Suggests that the team look at the Joint Training Facility nearby which was developed by the Fleets and Facilities Department of the City of Seattle. This project incorporates many sustainable elements which are also relatively affordable.
 - Proponents stated that they are considering a ground source heat pump for the building. They also explained that City Light is interested in taking on ground source heat pump projects and helping to provide funding for them. They also stated that there is a potential contamination issue on the site which could make the ground source pump infeasible.

07 August 2003 Commission Business

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| ACTION ITEMS | A. | <u>TIMESHEETS</u> |
| | B. | <u>MINUTES FROM 17 JULY AND MEETING SUMMARY 15 JULY 2003- APPROVED</u> |
| DISCUSSION ITEMS | C. | <u>PROJECT UPDATES- CUBELL</u> |
| | D. | <u>RECRUITMENT UPDATE- CUBELL</u> |
| | E. | <u>DC REPRESENTATIVE FOR SEATTLE UNIVERSITY HEARING- SEP 5TH, 2PM, CITY COUNCIL</u> |
| ANNOUNCEMENTS | F. | <u>DC/PC WATERFRONT SUBCOMMITTEE- AUG 21ST, 3:30-5PM (TENTATIVE)</u> |
| | G. | <u>THE AVE COMPLETION CELEBRATION - AUG 9TH, 11AM-12PM, UNIVERSITY WAY NE AND NE 47TH STREET</u> |

7 Aug 2003 Project: **Southwest Community Center Expansion**

Phase: Schematic Design

Previous Reviews: 20 February 2003 (Scope Briefing)

Presenters: Ed Weinstein, Weinstein AU

Debin Schliesman, Weinstein AU

Jon Mihkels, Weinstein AU

Attendees: Toby Ressler, Seattle Parks and Recreation

Scott Kemp, DCLU

Time: 1 hour (SDC Ref. # 221 | DC00296)

**Note: this project was reviewed by a subcommittee on August 7, 2003
the recommendation was approved by the full commission on August 21, 2003**

Recommendation: The Subcommittee thanks the team for the clear and thorough presentation and would like to make the following comments and recommendations for the full Commission to consider as a formal action at its next meeting.

- **The Subcommittee applauds the team for their consideration of many design alternatives and is convinced that the primary goal of strategically locating the gym has been achieved;**
- **appreciates the long horizontal slotted window on the east side of the gym that allows views into the gym from outdoors and believes that there are many possible solutions to potential glare issues;**
- **urges the Department of Parks and Recreation to seek funding for development of the adjacent outdoor space as an integral part of the project now that they have control of the land;**
- **strongly encourages the team to consider the stair as an essential part of the scheme and not as an add alternative;**
- **feels that the second goal of creating circulation that enhances and links the old and new spaces needs further consideration and urges the team to create a more gracious entrance to the gym and to develop a design that gives a better sense of inclusion for the children who are using the gym and the teen center; and**
- **Recommends approval of schematic design.**

Note: Commissioner Rossouw recused himself from this project.

This project involves the renovation and expansion of the existing Southwest Community Center. The existing building was built in the 1970's and was designed by Ralph Anderson. It is a simple building constructed of concrete block.

The community center is adjacent to Denny Middle School, Chief Sealth High School and the Denny Sealth Athletic Fields. The current facility includes a pool, administrative spaces, locker rooms, a game room, and a multipurpose room. The community center acts as a resource to the adjacent schools and currently shares parking with the Seattle School District.

The new program calls for a 7,000 sf gym with supporting storage, bathroom, and changing rooms, as well as a teen center and the necessary circulation to serve these facilities. In order to accommodate this expansion the existing play area, to the south of the building, will need to be relocated. The relocation of the play area is not part of this project scope, but space for the relocated play area needs to be

accommodated in the design.

The proposed addition will be a tall one story building from the north, and a 2 story building from the south. The building will be minimal in its details in order to add to the existing building rather than compete with it. The design team has been working with the following goals in mind:

- Make the gym a welcoming civic space
- Respond to the context of the existing facility
- Promote year round activity
- Enhance pedestrian access to the site

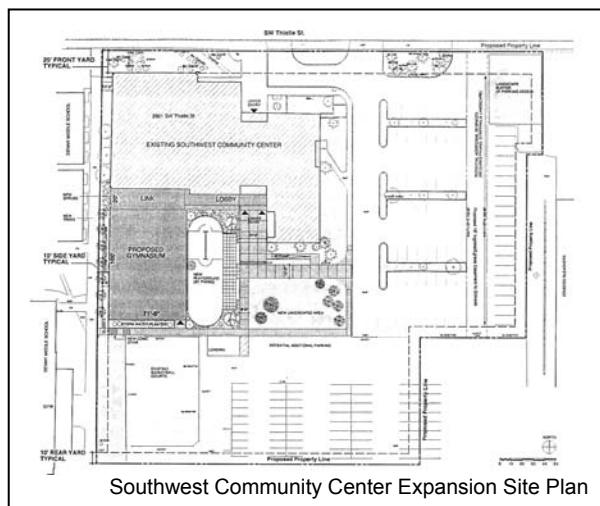
From these goals the team has developed 3 design principles:

- Locate the gymnasium to promote maximum use of the site and maximum flexibility
- Use new circulation to reinforce connections between the new and the old
- Create a sense of cohesion that enhances and does not demean the existing building

In exploring different layout options for this addition the design team has concluded that the placement of the gym is the crucial decision for this project. They explored many site options and presented them to a cost estimator to see which would be feasible within the budget. After receiving the cost estimates for these various options the design team has come to the following conclusions:

- The gym must be built at grade
- The teen center must be located within the existing building

In order to accommodate the teen center within the existing building the design team explored the possibility of displacing the existing pottery studio. They found that it would be possible to displace this studio and that the parks department might be able to relocate this use on the second floor of the building in the future. By locating the teen center within the existing building it would not require independent



circulation and would limit the amount of new construction. The preferred scheme also strategically locates the gym in order to shape a significant public open space.

In order to accommodate this plan a number of site changes were necessary. In the past parking for the community center was on land that was leased from the Seattle School District. The proposed expansion to the south would cross this lease line. The Department of Parks and Recreation and the Seattle School District reached an agreement to deed 2 acres of the parking lot over to the community center giving it a total of 3 acres of property. Previously the community center was constrained by the required setbacks on the site and had only the minimal required parking. The new

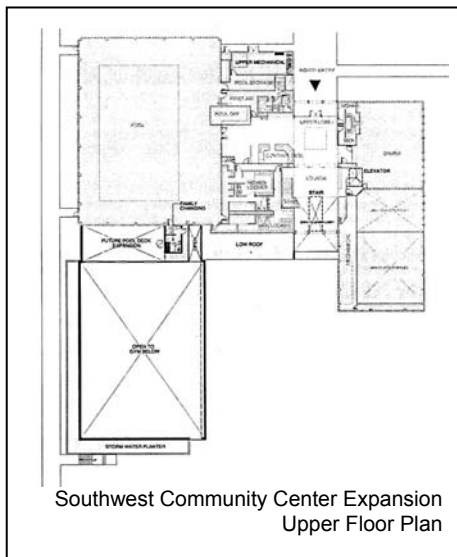
parking deeded to the property now gives them more than their required parking and will allow them to eliminate 2,000 sf of asphalt which they will not need for parking. They will still have 98 parking stalls on their property and are only required to have 73. The Design team estimates that after the expansion

project, and reconfiguration of the parking lot their will be a net decrease of 3,000 sf of impervious surface.

The design team proposes to use the new outdoor space which will no longer be dedicated to parking to accommodate three outdoor amenities

1. A landscaped forecourt with grass, trees and a bermed area
2. A paved informal gathering space outside of the south entry to the building
3. An outdoor play area with built in seating which will include the relocated play structure

The team noted the play area will be funded by parks separately from the MACC for the community center expansion. The south side of the play area will include the relocated play structure while the north portion could potentially accommodate swings. Currently there is no funding for the north portion of the play area.

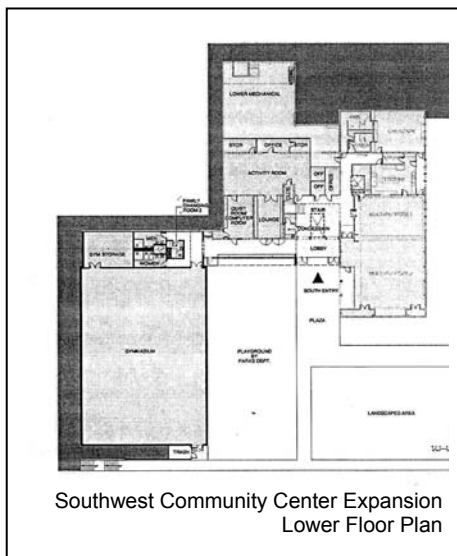


Southwest Community Center Expansion Upper Floor Plan

There will be three components of the building expansion project:

1. lobby
2. link space
3. gymnasium

The lobby will be an extension of the existing public lobby space and lounge area. The main entrance to the building is currently through the upper level at the north side of the building. The new expansion will emphasize the entrance from the lower level from the south of the site. The design team would like the new lobby element to act a beacon in the courtyard. A portion of the lobby will be a two story structure that links to the existing lobby space. The lobby will also include a one story structure with integral bench seating that connects to the new gymnasium.



Southwest Community Center Expansion Lower Floor Plan

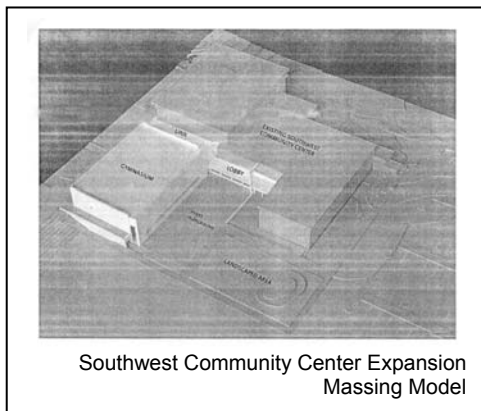
The link space will act as a gasket between the existing pool and the new gymnasium. It will be a two story volume that includes mechanical equipment as well as support spaces for the new gymnasium. It will also include a family changing room off of the pool deck.

The gymnasium will need to be set into the hillside to the west. This will mean that three of the walls (to the north, west, and south) will be retaining walls. These walls will be exposed concrete with exterior insulation. The fourth wall (to the east) will be the spectator side of the gym and will be adjacent to the playground outside. The design expression of the gym will be concentrated on this special wall in contrast to the “U” shaped retaining wall. The gym will include exposed concrete and exposed structure. The design team is exploring a displacement ventilation system which could allow the gym to be constructed without any ductwork.

The teen center will be located within the existing building and will include a lounge and a concession area. It will also include a quiet meeting room or computer center. The lounge and quiet room/computer room will be accessed directly from the teen center or, through second sets of doors, off of the main corridor. If the Department of Parks and Recreation can acquire funding the pottery studio could be relocated to the existing games room on the second floor.

The project includes four add alternates in addition to the base scope of work. These add alternates are as follows:

1. elevator to connect the two levels of the building
2. new stair to create a stronger connection between the two lobby levels
3. pool deck expansion to the south of the pool
4. parking or landscaping improvements



Southwest Community Center Expansion
Massing Model

The Project Advisory team supports the first two add alternates that would provide better connections between the two levels of the building. They did not support the pool expansion or parking improvements as part of this project scope.

The building design work has focused on the two elevations (the south and east) which frame the outdoor space. The lobby space will have a light glassy façade in contrast to the existing building and the gymnasium structure. The Department of Parks and Recreation is concerned about having too much glazing in the gym building as they are worried about glare. The design team would like to create a linear strip window along the east side of the gym. They

would like the structure of the building to telegraph through wooden slats that would protect the gym from glare. This structure would allow movement to be visible between the gym and the adjacent outdoor play area.

Key Commissioner Comments and Concerns

- Wonders what the surveillance system for the gym will be.
 - Proponents stated that the gym will need to have electronic surveillance via a closed circuit camera because of its location in the building and the staffing limits of the community center.
- Is concerned that children using the gym and the teen center will not feel connected to the rest of the community center. Notes that the surveillance camera will allow the staff to see the gym, but will not allow the students in the gym to see the staff.
 - Proponents stated that they could add an activities office adjacent to the gym which would allow the possibility of having staff near to the gym at some times.
- Wonders how the strip window will relate to bleachers on the spectator side of the gym.
 - Proponents explained that due to the grade change between the gym floor and the outdoor playground the windows will start at 6 feet above the finished grade in the playground and will still be well above the bleachers inside of the gym.

- Applauds the overall direction of the design. Feels that the design exploration was strong and that the team was successful in selecting the best solution. Is concerned that on a smaller scale the second principal of using the circulation to optimize the spaces has not been achieved. Encourages the team to create a more gracious entrance to the new gymnasium.
 - Proponents explained that they would need to move the gym in order to significantly change the circulation, but agreed that they need to improve the knuckle that connects the gym to the new lobby element.
- Encourages the team to consider reducing the parking to the minimum number of required spaces.
- Wonders how drop-off/pick-up works, and if it will shift to the back of the building.
 - Proponents stated that the drop-off area is currently at the front of the building on the north side. They suggested that a new drop-off could be located to the east or south of the building to serve the new gym.
- Questions how the landscaped forecourt would be used.
 - Proponents explained that the current design is a placeholder for future development. They have discussed the area briefly with the stakeholders regarding whether this should be a figural or a flat area. The stakeholders responded that they would like both. The design team's early idea is to use a raised berm to separate this area from the parking lot so that it could be used by the pre-school
- Encourages the team to spend more time developing the outdoor spaces and to think of them together rather than separately. Also suggests that the team consider the character of the landscaped areas and how they will be used summer vs. winter, night vs. day, and school day vs. weekend.
 - Proponents reiterated that there is no money for landscaping in the current budget and that they are trying to provide a framework for future development rather than design the landscape at this point. They also explained that they need to include some description of the outdoor space in order to accommodate the relocation of the play structure.
- Wonders if the design team is working with a landscape architect or an artist.
 - Proponents stated that SVR are the civil engineers as well as landscape architects. They also stated that Ashley Thorner was selected as the artist for this project.
- Is surprised that the stair is an add alternate and not part of the base scope. Sees this as a necessary part of the design, not as an option.
 - Proponents explained that there is an existing stair that connects the two levels, but that it is obscured from the lobby. They stated that they are optimistic that the stair will be able to be included within this scope of work.
- Questions if the team feels comfortable that this project will be able to be completed within the allocated budget.
 - Proponents stated that they feel confident that the project will be completed within the budget and anticipate that they will be able to pursue some of the add alternates.

7 Aug 2002 Project: Terry Avenue N Design Guidelines

Phase: Draft Guidelines

Previous Reviews: 16 January 2003 (Schematic Design), 3 October 2002 (Concept Design)

Presenters: Lyle Bicknell, CityDesign
Lesley Bain, Weinstein AU
Beth Hartwick, Weinstein AUAttendees: Chuck Kirchner, SDOT
Ron Sharf, SDOT
Tom von Schraeder, SVR Design

Time: 1 hour (SDC Ref. # 000 | DC00000)

Action: The Commission thanks the team for their presentation and would like to make the following comments and recommendations.

- **The Commission appreciates the way this project deals with the big picture as well as fine-grained design details;**
- **Encourages the team to be specific and directive regarding storm drainage and possibly integrate these guidelines into a neighborhood wide drainage system;**
- **Urges the team to continue to address pivotal connections from Terry Ave across Mercer St and conceptually weave South Lake Union Park into Terry Ave;**
- **Recommends that SDOT add this street typology into their general street guidelines and Street Improvement Manual;**
- **Cautions the team that they must be specific and clear, but must also be flexible, and urges them to be as specific as possible about the elements that they want to control;**
- **Encourages the guidelines to acknowledge zones along Terry Ave that reflect changing views, changing topography, and different types of vegetation;**
- **Urges the team to involve the Office of Cultural Affairs in this process in order to include art in the design guidelines; and**
- **Recommends approval of the draft guidelines.**

This project was previously presented to the Design Commission when it was focused on the design of Terry Ave North adjacent to one particular project. The street design study has been expanded to cover all of Terry Ave North from Denny Way to North Valley St. The project team has been soliciting community input both from the neighborhood at large, as well as the people who own or work in the businesses along Terry Ave. They have also gotten preliminary feedback as to whether the community feels that the guidelines meet their goals for preserving what is good about Terry Ave, and making improvements.

The overwhelming response of the community has been that they want to keep the industrial character and grit of Terry Ave. Some community members are especially concerned that Terry Ave may become too gentrified in the future and want to be careful to avoid this. While the project team has been working based on the community input they have also been facing several unknowns that will affect the future character of Terry Ave.

One unknown is the proposed streetcar route that would run along Terry Ave. The design team has been

trying to accommodate the possibility of a future streetcar route along Terry Ave into their guidelines. As yet they do not know for sure if this extension will be built, or if it is constructed when this project will take place.

Proposed changes to N Valley St and N Mercer ST will also affect Terry Ave near Lake Union. Proponents do not yet know the future plans for the property in this area which is owned by Vulcan. The design guidelines will need to be flexible to respond to this development as it occurs. The Terry Ave design guidelines will be consistent with both the South Lake Union neighborhood plan as well as the mayor's plan for South Lake Union.

The initial design approach to Terry Ave was to create a European style woonerf. The design team has discovered a number of code and legal issues specific to the United States that would make it impossible to develop a true European woonerf. The team emphasized that there is still plenty of opportunity to create a unique and curbsless street environment, it will just be somewhat different from the woonerf model.

From the two open houses and other community feedback the team has found that there are many aspects of the existing street that the community would like to hold onto. The community feels it is important to retain the industrial character of Terry Ave. They are also interested in keeping or reusing the brick paving. The community is also concerned about maintaining the existing uses, particularly the small family owned businesses on the southern segment of the design area. The team notes that the character of Terry will vary along the length of the study area especially due to the differences in use between older established family owned businesses at the south end of the design area and the new development that will be occurring in the Vulcan-owned properties to the north.

The key to any successful curb-less street, where pedestrians and traffic mix freely, is that the volume and speed of traffic are low. The design of the street will be different than conventional street designs given that the entire width of the street can be used. Instead of arranging uses in linear bands there is the opportunity to arrange uses into clusters. This new way of arranging elements allows for many design opportunities including the potential to make big landscaping moves, rather than just a row of trees lining the sidewalk. Unlike other street guidelines the Terry avenue design team does not want to have a single treatment or material that is extruded down the entire street. They would like the materials and spatial treatments to vary along the length of the street.

There is a rich variety of uses along Terry Ave today. Each of these uses has different needs from the street. Bunge foods is a national producer of fruit toppings. Nearby in the Fred Rogers building the Seattle Opera has offices and rehearsal spaces. Bunge Foods and other companies that rely on trucks to move goods in and out of their buildings have complained that the existing rail line remnants tear up truck tires. The Seattle Opera's rehearsal space has different hours of use than many of the other businesses. Some rehearsals can draw roughly 100 people to their building at night. Because of this occasional night-time use Seattle Opera is particularly concerned about lighting and safety on Terry Ave.

There are four elements which need to be addressed in the design guidelines for Terry Avenue:

- Functionality
- Character
- Sustainability
- Utilities

Terry Avenue needs to function. It needs to allow all of the uses on the street to coexist without any of the uses impinging on the others. It needs to accommodate pedestrians cars and delivery trucks. All of

these have implications for the design. For example the portion of the street allocated for vehicles will be changed from the current configuration, but there will need to be a right of way that is kept clear of obstacles which cars and trucks can use. The street also needs to function in terms of maintenance safety and ADA accessibility. There will need to be bollards separating pedestrians from traffic in some areas. The design team is proposing that metal bollards be used as they would be more in keeping with the existing industrial character than concrete bollards. There will also need to be textured pavement marking the transition from pedestrian areas into mixed auto and pedestrian areas. The team is investigating different options for this treatment including brass tacks and or brick or concrete with integral truncated domes. The team reiterated that they would like to group uses rather than arrange them in the conventional linear fashion. For example they would like to create parking clusters rather than having a continuous row of parallel parking.

In terms of the character of Terry Ave the goal is to keep the existing character and add a new layer which makes an even more vibrant and useable space. The Design team wants to keep a sense of the history of the street and also use the geography/topography of the street to create unique zones or experiences. The team has investigated reusing the existing brick and has found that it would be cost prohibitive to do so. There is a lot of labor involved in removing mortar from existing bricks and often as many bricks are lost in this process as are saved. There is still the potential to lay new mortared brick in the street and possibly sand set brick in the pedestrian areas. The design team is proposing that developers will be able to choose from a palette of materials for the street adjacent to their property.

The team is considering what landscape elements would be appropriate for this environment. They are looking to urban vegetation such as grass growing through the cracks in sidewalks for inspiration. They feel that there is an opportunity for big landscape moves along the street. They have also decided that tree grates would be more appropriate to the urban/industrial character of the street than “beauty bark”.

The street guidelines need to incorporate sustainable infrastructure and the team would also like to make the natural systems visible. There also needs to be a separation between clean water and water that has come into contact with vehicles. The design team would like to put the Storm drainage on the surface of the street. They are also considering planter boxes that would collect roof drainage and act as storm water retention. The team is interested in allowing the clean storm water to go directly into Lake Union.

Utility improvements will need to be coordinated with the street design guidelines. The basic utilities will be moved underground and there is the potential that a new higher voltage line would come through this area in the future. The new line might or might not be underground. While a piecemeal approach to development would work for the street paving it would not work for the underground utilities.

Key Commissioner Comments and Concerns

- Wonders what the strategy is for making this project happen. Questions if the City will pay for it.
 - Proponents stated that the work from the building to the curb-line can be done by individual developers. The project team is currently investigating how to pay for the area between the curbs.
- Feels it would make sense to do this as a single CIP project.
 - Proponents stated that they are exploring this option.
- Suggests that the team give more clear direction to the drainage portion of the project.
 - Proponents stated that the Parks Department has opposed the idea of allowing water to discharge directly into Lake Union. The team is investigating other options to tie drainage systems on Terry Ave into larger drainage systems.

- Wonders how pedestrians get to Terry Ave. Questions how pedestrians will cross at the intersections at Valley St and Mercer St.
 - Proponents stated that they have not yet determined what will happen at these intersections. They explained that it will be somewhat dependant on the future development of the Vulcan properties in this area. They added that early transportation studies indicated that both of these intersections would need to be signalized. Early ideas for the Vulcan properties indicate that the space between their blocks would be developed as pedestrian plazas and that this portion of Terry Ave could be even more pedestrian oriented than the rest of the street.
- Wonders what the next step is in this process.
 - Proponents stated that the draft guidelines will be completed at the end of the month. After the team receives feedback on the draft guidelines they will publish a final set of design guidelines for Terry Ave. These final guidelines will then be appended to the street design manual. The team would like to formalize these design guidelines into a new street type for the city. They will produce a white paper to address this.
- Questions how specific clear and focused the final guidelines will be.
 - Proponents stated that the guidelines will not be completely open-ended. They explained that the guidelines will outline a limited set of design choices. These choices will act as a palette that can be picked from to make new design combinations. They clarified that the guidelines for Terry Ave will not work like the green street guidelines. In the green street guidelines there is a specific plan for the entire street and each developer simply implements their portion of the total project. The Terry avenue guidelines will be much more flexible and less prescriptive.
- Notes that there is a challenge to making specific recommendations while also allowing variation along the street. Encourages the team to think about Terry Avenue as a series of zones defined by use, views, and topography.
 - Proponents stated that the two blocks at the south end of the design area are clearly distinct from the rest of the street. They feel that the rest of the street will have more of a gradual change in character. Proponents explained that they are also considering double sided elements which are not symmetric and could potentially be green when viewed from one side and have a harder edge when viewed from the other direction. They explained that these elements could work with the topography of the street and also with the contrast of the lake views to the north and the city views to the south.
- Questions how this work relates to the South Lake Union Street Design Guidelines.
 - Proponents stated that these design guidelines compliment that work.
- Encourages the team to involve the office of cultural affairs in this project.

7 Aug 2003 Project: **Lake City Way Multi-Modal Phase 1**

Phase: Follow-up Briefing

Previous Review: 21 March 2002 (Follow-up Briefing), 1 March 2001 (Briefing)

Presenters: Ron Scharf, SDOT
Shane Dewald, SDOT

Time: 1 hour (SDC Ref. # 169 | DC00216)

Action: The Commission thanks the team for their update on this project and would like to make the following comments and recommendations.

- **The Commission appreciates the complexity of this project and the persistence of the team in working through its many challenges;**
- **Supports the access management goal of the project;**
- **Is concerned about the pedestrian environment and disappointed with the lack of pedestrian connections, particularly the street crossings and the infrequency of signalized intersections and would support any improvements to those elements;**
- **Recommends that trees be planted in the medians as a positive improvement to the highway environment for ecological, aesthetic, and maintenance reasons, especially as the Commission acknowledges that this highway runs through a neighborhood;**
- **And recommends approval of final design.**

The improvements to Lake City Way are part of an ongoing road improvement project, jointly undertaken by SDOT, WSDOT and King County/Metro, that is being developed in phases along the length of SR-522. The improvements are focused on the following areas:

- Public safety
- Accident reduction
- Throughput
- Transit reliability

This project started as a sidewalk improvement request and metamorphosed into the current project in order to become competitive for State and Federal grant funds. It has also evolved to be consistent with WSDOT's SR-522 Corridor Study which was developed simultaneously with this project. WSDOT is contributing to the project in order to achieve access management improvements and to continue working toward the full build-out envisioned in the Corridor Study. King County Metro is also a project participant. They are working to create Business Access and Transit (BAT) lanes along Lake City Way. To develop this project SDOT is widening the roadway and reclaiming an additional 9 feet of their existing right of way that they had not previously been using. They are also making drainage improvements required by code. The project also includes bus stop improvements as well as ADA access improvements. There are also plans to develop a public art component of the project in front of Cranium restaurant and an artist has been selected to pursue this work.

The area of Lake City Way that is slated to receive the bulk of improvements, NE Northgate Way to NE 123rd Street, is a high pedestrian generator and a high accident area. It is 10th on WSDOT's Northwest Region list of High Accident Corridors ranked by societal cost, with a cost in excess of \$3 million. Access management improvements will install left turn pockets or raised medians, replacing existing continuous two-way turn lane. The location and size of the left turn pockets and medians has been determined by a

traffic queue analysis. This change should both relieve congestion and reduce accidents. The portion of Lake City Way that passes through the Lake City Downtown Core, NE 123rd Street to NE 130th Street, will not be affected by these improvements. In that area the street will remain unchanged at the request of the community. Transit queue-jump signals will be placed at the approaching ends of the Downtown Core to facilitate the absence of a BAT lane.

Signals along Lake City Way will also be upgraded. These upgrades will include signal interconnect and transit signal priority equipment, which will allow buses to proceed ahead of other traffic at signalized intersections. BAT lanes will be designated for buses only in the evening peak, and will be available for on street parking at other times.

Bus stop improvements will include reconfiguring an existing bus stop at 24th Avenue NE which can currently only be accessed by walking into the lane of traffic. Comprehensive improvements to bus stops will include reducing (consolidating) the number of bus stops and concentrating them at signalized intersections. As bus stops are relocated to signalized intersections they will be placed in proximity to existing street lights, or some street lights will be moved closer to bus stops.

The improved Lake City Way right of way will be 100 feet wide with 10.5 ft sidewalks. There will be 7 lanes between the sidewalks. This includes a center lane which will be alternately a left turn pocket or a median strip. Current plans include an asphalt median but SDOT is seeking funding to make this a planted median. Street trees were originally designed to be in individual tree-pits, but the design has been revised to include a continuous planting strip. The team stated that they are interested in developing a special treatment of the sidewalk between the end of the planting strips and the adjacent intersections. Their goal is to create a design that will make cross streets more visible to drivers.

Presenters noted that this dry season has been particularly hard on vegetation in planting strips and medians. The team notes that trees are better able to withstand dry seasons, than other plants, because of their deep root system. They also noted that they would prefer to use more non native plants in the median in order to have more species that are able to resist dry conditions. They further commented that median strip conditions in this climate are not comparable to truly native plant environments in this area. The planting proposed for the median will be no more than 30 inches tall in order to comply with WSDOT's visibility requirements.

The team stated that it has been challenging to balance the desires of all of the agencies involved in this project. In particular, WSDOT's goal of access management conflicts with the neighborhood plan to preserve the existing auto oriented development along Lake City Way.

Key Commissioner Comments and Concerns

- Questions what the problem was with the existing two-way turn lane.
 - Proponents explained that the two-way turn lane functioned adequately when it was built and Lake City had much lower density and traffic volumes. With the lower volumes there were frequent gaps in traffic and it was relatively safe and easy to make left turns. Current volumes have made gaps in traffic much less frequent, or non-existing during peak hours. It is now unsafe and impractical to have a two-way turn lane.
- Questions how the section of Lake City Way that is not being changed will work.
 - Proponents explained that this portion of Lake City Way has lower traffic volumes and shorter queue lengths for turns.
- Wonders if Business owners, along Lake City Way, are resisting this change.
 - Proponents stated that there is resistance from business owners who are afraid the change

will discourage customers from coming to their stores if they cannot turn directly onto their property.

- Is concerned about east west crossings particularly for pedestrians.
 - Proponents admitted that the pedestrian improvements are disappointing. They explained that WSDOT's goals for efficiency are mutually exclusive with having frequent pedestrian crosswalks. They stated that some improvements are being made to the pedestrian environment in that sidewalks are being added. They noted that conversely the street is getting wider which makes pedestrian crossings more difficult.
 - Proponents also explained that the neighborhood had requested that the project team consider providing pedestrian refuges to make the wider street crossings easier. Proponents noted that unfortunately pedestrian refuges are not compatible with turn lanes on both sides of the intersection. They also explained that if crosswalks were moved to correspond with median locations that would result in mid block crossings, which would be problematic.
- Wonders where the greatest pedestrian activity is and where residential development is located.
 - Proponents stated that there are multi-family housing developments on both sides of the street and that they are not particularly concentrated in one area.
- Suggests that there need to be more frequent signalized intersections to serve pedestrians.
 - Proponents stated that WSDOT will not allow an increase in signalized intersections. According to WSDOT's standards Lake City Way is considered sub-standard because the signalized intersections are too frequent.
- Wonders what work is included in the next phase of the project.
 - Proponents stated that the next phase of the project involves adding a southbound BAT lane to the northern portion of Lake City Way. They explained that the right of way in this area is only 90 feet wide. They stated that SDOT will need to acquire R/W and relocate businesses along this portion of the road in order to increase the right of way by 10 feet.
- Wonders how the queue-jump function of the signals works.
 - Proponents explained that signals with this feature will be located where the BAT lane ends as it enters downtown Lake City. It will allow buses to get ahead of other traffic.
- Appreciates the intention to create planted medians in lieu of asphalt. Thinks that trees would be preferable in the median and is concerned that the planting in the median is not likely to be well maintained. Wonders if there are trees in the median in the downtown area.
 - Proponents stated that there are trees in the medians in the downtown corridor. They reiterated that WSDOT will not allow trees in the median according to their newly developed criteria for State routes.