



APPROVED MINUTES OF THE MEETING

Mike McGinn
Mayor

Diane Sugimura
Director, DPD

Marshall Foster
Planning Director, DPD

Mary Johnston
Chair

Andrew Barash

Julie Bassuk

Graham Black

Brendan Connolly

Lauren Hauk

Laurel Kunkler

Julie Parrett

Norie Sato

Donald Vehige

Guillermo Romano
Executive Director

Valerie Kinast
Coordinator

Tom Iurino
Senior Staff

May 20, 2010

Convened 8:30am
Adjourned 4:30pm

Projects Reviewed

Alaskan Way Viaduct and Seawall Replacement
History of Seattle City Planning
Crown Hill Park
Fire Station 9 Fremont
South Transfer Station

Commissioners Present

Mary Johnston, Chair
Andrew Barash
Brendan Connolly
Julie Bassuk
Graham Black
Lauren Hauk
Laurel Kunkler
Julie Parrett
Norie Sato

Staff Present

Guillermo Romano
Valerie Kinast
Tom Iurino
Jenny Hampton



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May 20, 2010

Project: **Crown Hill Park**
Phase: Schematic Design
Last Reviewed: N/A
Presenters: Kim Baldwin, Parks and Recreation
Pam Alspaugh, Parks and Recreation
Shwu-jen Hwang, Parks and Recreation

Attendees: N/A

Time: 1:00pm-2:00pm

(000/RS0000)

ACTION

The Design Commission thanked the project team for the presentation of the Crown Hill Elementary Park project. The Commission denied approval of the schematic design with a vote of three to five. The project was denied because of flawed integration of the Parks and Recreation portion of the site with the parts of the site under Crown Hill Center control and SDOT jurisdiction. The Commission recognizes that constraints of external forces are the underlying cause of the difficulties in integrating to the other parts of the site and supports trying to work through some of these barriers to create more cohesion at the edges of the project area. The following recommendations were provided:

- Although the Design Commission understands that Parks and Recreation owns only a portion of the site, it is strongly of the opinion that the most successful project will be one in which the entire site is considered. The Commission urges Parks and Recreation, SDOT and the other property owners to think of the site holistically, especially along mutual property lines. It asks Parks and Recreation to consider what is adjacent to the project area, particularly near the former school building, and the fence line and gates and for areas that abut the project area. Make all attempts to avoid redundancy and make a visually and spatially seamless fit. Consider the interaction, materials, and special relationships between the school building and the landscape. Work to make the park appear less truncated by the property line.
- The Commission strongly recommends the development of the right-of-way of 13th Ave NW as public access to the park from NW 95th St. Although the Commission understands that the Crown Hill Center owns the property adjacent to the right-of-way, and currently uses a portion of it, the right-of-way is public and should be used to create an unobstructed neighborhood connection to the park.
- If a fence must exist between the Crown Hill Center property and the park, the design should be a mutually agreed on design that suits the needs of both the park and the privately controlled areas of the site.
- Give attention to making the north gates both a beginning and a conclusion to the park. Integrate the paths on the south that connect to the playground area as starting or ending points instead of a sudden change of treatment or drastic boundary change.
- Incorporate/integrate art into different areas of the park, do not limit it to only one entrance or just a free standing piece. Consider an art piece that would be dispersed at multiple entrances rather than located at only a single entrance.
- Consider reducing the extent of the treatment of the south east entrance and committing more resources to the other entrances.
- Give attention to how the trees and other plants are used to avoid creating hidden or “dead” spaces.

- **Simplify the path configuration in the park, avoiding redundancy and the creation of small “green islands”.**
- **Consider how the fence along Holman Rd NW can appear permeable to avoid pedestrians feeling like they are being funneled along the roadway as they pass the site.**