



Seattle Design Commission

APPROVED

MINUTES OF THE MEETING

3 October 2002

Gregory J. Nickels,
Mayor

Donald Royse
Chair

Laura Ballock

Ralph Cipriani

Jack Mackie

Cary Moon

Iain M. Robertson

David Spiker

Sharon E. Sutton

Tory Laughlin Taylor

John Rahaim,
Executive Director

Layne Cubell,
Commission Coordinator

Projects Reviewed

Seattle University
Ballard Public Library and
Neighborhood Service Center
South Lake Union Public Realm Plan
Terry Avenue Street Design
Transportation Discussion

Convened: 8:30am

Adjourned: 5:00pm

Commissioners Present

Donald Royse, Chair
Jack Mackie, Vice Chair
Laura Ballock
Ralph Cipriani
Cary Moon
Iain M. Robertson
David Spiker
Sharon E. Sutton
Tory Laughlin Taylor

Staff Present

John Rahaim
Layne Cubell
Anna O'Connell



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Construction & Land Use

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3 Oct 2002 Project: **Seattle University**

Phase: Alley Vacations

Previous Reviews: None

Presenters: Michael Wishkoski, GGLO
Jerry Pederson, Seattle University

Attendees: Beverly Barnett, SDOT
Maria Barrientos, Barrientos LLC/SU-CAC
James Bradley, GGLO
Joe Conner, Seattle University
Michael Cruz, Squire Park Community Council Board Member
Steve DeBruhl, Seattle University
Bob Fenn, Seattle University
Kelly Goold, Seattle University
Michael Jenkins, DCLU
Marieke Lacasse, GGLO
Jerry Pederson, Seattle University
Bill Zosel, 12th Avenue Stewardship Committee

Time: 1 hour (SDC Ref. # 170 | DC00286)

Action: The Commission thanked the team for coming, appreciates their perspective and work on the project, and would like to make the following comments and recommendations.

- The Design Commission felt that the presentation was too site-specific and campus-focused and would like to see the following diagrams and information at the team's next presentation to the Commission:
 - ☐ existing conditions,
 - ☐ a 9-block urban design profile,
 - ☐ separation of programmatic requirements and public benefits,
 - ☐ explanation of the City's role and commitments in 12th Avenue street design,
 - ☐ future growth and expansion of the neighborhood and the potential need or use of alleys in that context, and
 - ☐ alternative depictions of the project without the alley vacations;
- urges the team to further explore how public benefits can be integrated into the project; and
- reserves finalizing any recommendation until the aforementioned products are presented at the next presentation.

Note: Commissioner Cipriani recused himself from this discussion.

Seattle University (SU) finished a Master Plan in 1989, which was intended as a 15-year plan. SU then purchased the University of Puget Sound Law School and moved it to Seattle, at which time it became clear that they would need a new master plan before the 15 years was up. A new plan was begun in 1995 and approved by City Council in 1997. The vision for 12th Avenue is for a busy, pedestrian-oriented retail

district, a change from its 1996 form where there was little development over one story.

Since 1997, three buildings have been built—the law school, Murphy Apartments and parking garage, and the student center and skybridge. The SU campus is divided into three zones—academic, residential, and recreational/athletic.

Seattle University is seeking two alley vacations to allow for two projects:

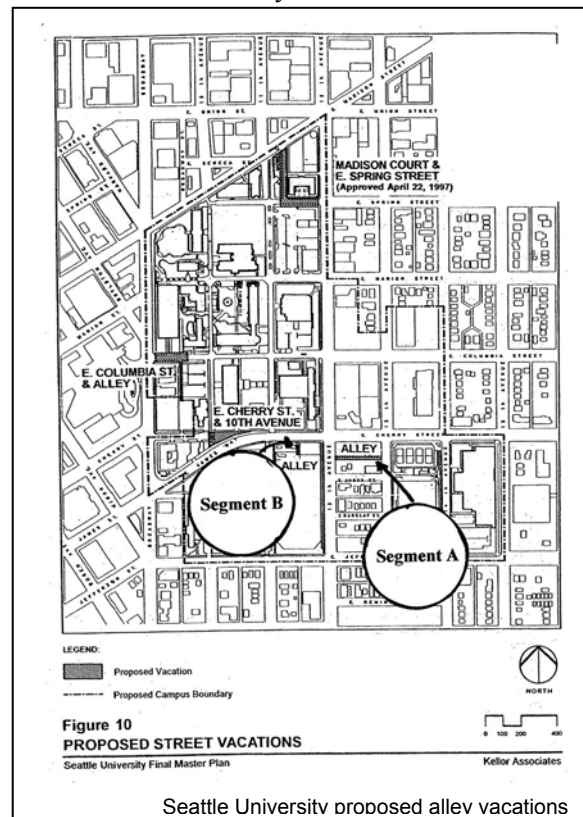
- A mixed-use project that would include housing for graduate students, retail space for the Seattle University Bookstore, and underground parking.
- Expansion of the existing sport field and reorientation of access to this part of the campus.

The alley segment being petitioned for vacation for the mixed-use project is located between 12th Avenue and 13th Avenue in the block bounded by E. Cherry to the north and E. James Court to the south. The alley segment SU wants vacated connects to E. Cherry in the block bordered by vacated 11th Avenue to the west and 12th Avenue to the east.

These new projects will begin the process of changing the character of 12th Avenue to a pedestrian-oriented retail area, which is held together by the street improvements project the Commission saw several weeks ago. SU has been working with the Citizens' Advisory Council (CAC), who is supportive of this work. They have also been influenced by information gleaned in focus groups from the law school and theology departments, and the 12th Avenue Street Improvements project under the leadership of SDOT.

The goals of the mixed-use project and the sports field expansion and access change are:

- to be well-integrated into the existing neighborhood;
- to improve the pedestrian experience;
- create graduate student housing that is cost-competitive with market-rate housing;
- craft the Seattle University Bookstore so that it has more of a public face on 12th Avenue to energize this as a retail street; and
- build one continuous parking garage under the site that will accommodate residents and patrons of the commercial space.



The proponents would like to develop a project that is responsive to and sits within the MIO zoning heights and brings the urban edge up to the street. Thus, this is a denser project than what was originally proposed and the massing creates an internal, secure courtyard. The proponents envision the area as a vibrant 24-hour use neighborhood with no surface parking and pedestrian and visual connections with the University.

The major retail front is along 12th Avenue in response to the CAC's desires, but there will be additional commercial space along Cherry. Along E. James Court, the massing is smaller in response to the lower scale of this street. The graduate students want a distinct, unique place to live, but would like it to still look like it belongs to SU. The bookstore's loading zone is across from the commercial zone on E. James Court. The main pedestrian entrance to the bookstore is at 12th Avenue and E. Cherry. If the alley

vacations were not given, the bookstore would have to be located along Cherry, which is not as strong because the location of the loading zone would affect the capacity for housing; it would require multiple buildings, which is less efficient; and the circulation pattern would be less efficient. In addition, the proponents noted that neither alley is part of the current connected urban grid nor do they carry any utilities.

The proponents are interested in extending the SU palette of materials and character down the street to connect the two corners. The corner tower at the west corner of 12th Avenue will be brick, block masonry, granite, and metal. In addition, the street trees and lighting along the 12th Avenue side of the project are consistent with the 12th Avenue Street Improvements plan. There will be overhead cover along 12th Avenue and Cherry at the main building entrances for pedestrians. The paving materials spill out into the public realm at major entrances.

Key Commissioner Comments and Concerns

- Would like to know if the proponents have seen the Commission literature that requests proponents seeking vacations show the 9-block urban design context the existing alleys as is, etc. Does not feel that all of the requested information has been shown.
 - Staff stated that they are supplied with the Commission handbook and vacations issue paper.
- Would like to know what the public benefits are.
 - Proponents stated that they believe they stated a number them, but may have misinterpreted what the Commission wanted to see in this presentation.
- Believes that what has been shown, such as the housing project, are not public benefits and would have to be solved no matter what.
- Would like to know how big the alleys are, how much of the total site they constitute.
 - Proponents stated that one is 40' long and 16' wide and the other is 250' long and 10' wide.
- Believes that this will help put into perspective what the importance of the public benefits. About 7% of the total site area will be given up to the proponents by the public, which is significant. Does not feel that what has been shown translates into benefit for the public.
- Feels that the proponent is ahead of the point and that the focus of the review should be on the alley vacations, not the buildings.
- Appreciates the work that has been done to date. Would like to clarify that what is meant by public is general public. The public benefit could be a park or something that will benefit the larger city. Feels that the team is moving in the right direction and it is likely that the vacations will be approved if the public benefits are sufficient.
- Believes that the team is orienting the project in the right direction and does not want to see reuse and widening of the alleys, which makes no sense from an urban design standpoint. Feels that the only issues are with the public benefits.
- States that the Commission needs to make decisions based on criteria established when transferring public land and they take this very seriously because the City will never get this land back. Feels that the conceptual notion and the direction of the master plan are on target. Public benefit could be

creation of another wonderful space. In order to deal with the vacation process, the Commission needs analysis and demonstration of public benefits beyond what the client will get. Feels that the project does not, at this point, constitute public benefit.

- Proponents pointed out that there are seating areas being added and the rest of campus is a public benefit because it is used as a park and the community is welcomed into that space. Proponents further stated that they look at the institution globally, not site specifically.

Key Visitor Comments and Concerns

- A representative from SDOT stated that this is a new petition. They are trying to differentiate between benefits associated with the vacation project and what is associated with the institution itself.
- A representative from DCLU stated that this project is not subject to Design Review. The alleys would have to be improved to City standards, which would require it to be 16' wide, if the alleys are not vacated.
- A representative from the community stated that Seattle University has been good about sharing their plans. The community has wanted the bookstore to be located on 12th Avenue for a long time. The representative further stated that a public benefit could be a semi-public space on the south side of the bookstore instead of the loading zone to enhance the pedestrian experience. He would like to see more attention be paid to E. Barkley Court and E. James Court.
- A representative of the CAC stated that in the last six years, the SU campus has become less insular than in the past. The CAC had discussed changing this trend with the University to integrate more with the community. SU has been very responsive and endorses this integration as a good idea that is valuable for students receiving a liberal arts education and is now actively engaged in integrating with the city. SU is seeing a trend from having commuter students to having students who live on or near campus. CAC is supportive of new housing and density in the neighborhood and feels that more pedestrian traffic and more people will strengthen 12th Avenue. The CAC had several comments for SU regarding the design to which SU has responded by implementing these comments into the new design: They requested the corner entry be more prominent and make more of a statement and more glazing on the bookstore at the pedestrian level, and they would like to see security and lighting to serve the proposed housing, retail, and the neighborhood.
- A representative of the Squire Park Community Council (SPCC), an organization of SU neighbors and surrounding community, stated that they would like to be included in any conversations of the alley vacations and feel that the public benefit and money should remain in the immediate community. The SPCC does not believe adequate public benefit has yet been demonstrated, but offers assistance in and ideas for formulating such public benefit. The representative further stated that the SPCC would like to have open space and feel that the building is not set back far enough.

3 Oct 2002 Project: Ballard Public Library and Neighborhood Service Center

Phase: Schematic Design

Previous Reviews: 2 May 2002 (Conceptual Design), 20 December 2001 (Conceptual Design), 2 November 2000 (Pre-Design), 15 June 2000 (Master Plan Briefing), 7 October 1999 (Briefing)

Presenters: David Kunselman, Seattle Public Libraries
 Peter Bohlin, Bohlin Cywinski Jackson
 Robert Miller, Bohlin Cywinski Jackson
 Barbara Swift, Swift and Company

Attendees: Dave Boyd, Department of Neighborhoods
 Lisa Corry, Swift and Company
 Stephen Gibson, Bohlin Cywinski Jackson
 Jess Harris, DCLU
 Darren Lloyd, Bohlin Cywinski Jackson
 Tim Morrison, Department of Finance

Time: 1 hour (SDC Ref. # 221 | DC00113)

Action: The Commission appreciates the presentation and update on the design process, believes that this is an exemplary project, and would like to make the following comments and recommendations.

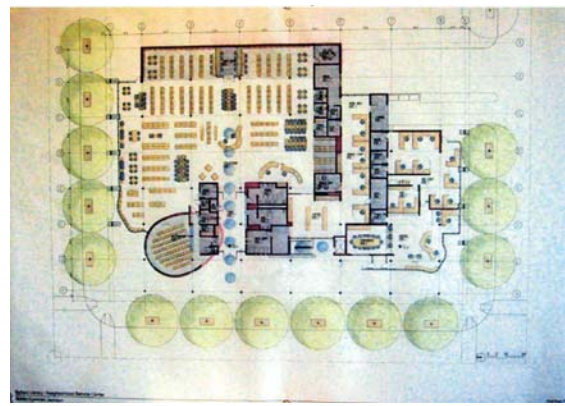
- The Design Commission applauds the team for creating a strong civic presence for both components with a serene, modern design;
- commends the team's attention to urban design and the structure's interconnectivity with the street;
- supports the green roof design;
- encourages the team to keep the glazing as clear as possible;
- looks forward to future reviews and refinements and recommends approval schematic design.

Since the last time the Commission saw this design, the bank has been eliminated from the program. The proponents have also responded the Commission's concerns and suggestions from the last presentation.

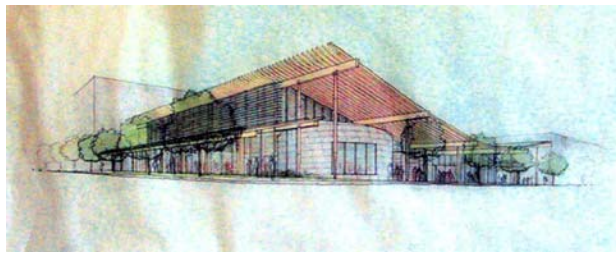
The neighborhood service center is now located where the bank was, at the corner of 22nd. The money from the surplus land allowed for the parking to be put under the building and the number of parking spaces has been reduced. The building itself has been pulled back and to the west. Because the space



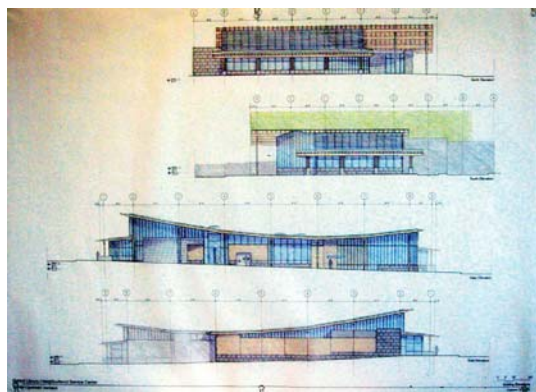
Ballard Library and Neighborhood Service Center model



Ballard Library and Neighborhood Service Center plan



Ballard Library and Neighborhood
Service Center perspective view



Ballard Library and Neighborhood
Service Center elevations

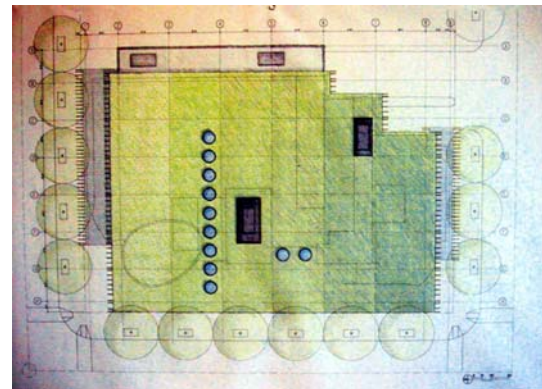
between the building and 22nd was too tight, they have added 8' there and made the "porch" wider. The building has been pulled away from the trees so the space has a more airy feeling.

Clerestory windows have been added 16' west of the east property line so that you can now see through the building from 22nd. There is more frontage for the neighborhood service center, connecting it better to the street. The public uses are along the west face of the building. The library itself has been broadened so that it is less linear in form. Skylights have been placed over the stairs to the parking garage, increasing solar access. Knockout panels on the east side of the parking garage allows new adjacent developments to connect to the library's parking garage should they choose to.

A number of things have been simplified since the last presentation. Seating has been integrated into building edges and the lobby is situated such that it can take overflow from the adjacent meeting room. The large, circular skylights bring light to the stairs and signal the elevator area; an artist will do some work with the skylights. The angle of the roof has been reduced to better accommodate the green roof.

The primary building materials will be wood, metal columns, concrete paving, and stone or cast stone.

The team has worked with a consultant on the technical issues of and approaches to the green roof. The roof will respond to its ecological circumstances including soils, exposure, wind patterns, and lack of water in summer. The roof will be planted with a range of grasses, forbs, and groundcovers and those plants will "duke it out" and result in a composition of plants most well-suited to the site. The green roof will require little long-term maintenance requirements—it may need to be mown once each year. Plant communities will establish themselves. A mix of species will be planted including some natives and drought-tolerant plants. Plants with more roots and less tops will be selected so they can out-compete invasives. Having the green roof will reduce runoff and serve to insulate the building.



Ballard Library and Neighborhood
Service Center roof plan

Key Commissioner Comments and Concerns

- Would like to know how the team is dealing with the shifting of the soil and water on the green roof. Would also like to know how much soil there will be.
 - Proponents stated that they have made the slope of the roof shallower since the last presentation. In addition, there are mechanisms to help deal with the slope putting in a

series of small baffles made of metal frame or coconut fibers. The baffles would not only stabilize the soil, but get integrated into the irrigation system to help deal with the dry summers. Proponents also stated that the soil will be about 4" thick.

- Would like to know how the water from the roof will be used.
 - Proponents stated that the green roof will slow runoff and take up 50–60% of the water for use by the plants. The water will be used only on the roof, not in the building.
- Would like to know what the roof will look like when the different species of plants are “duking it out.”
 - Proponents stated that the roof will be planted using a mix of methods. There will be plug planting of some species; these will be spaced out in an orderly fashion. Other species will be planted by seed and this will also have order. The proponents further stated that there may be a period in which the roof will not look its best while plants compete for space.
- Would like to know about the colors and sizes, and if there will be random patches of some plants.
 - Proponents stated that this is a good question. The proponent believes that this will happen naturally because the shape of the roof will contribute to different hydrologic conditions throughout the roof.
- Is excited about this project and feels that the covered areas that are being provided are wonderful, loves the row of skylights marching through the building, and commends the civic presence of the building. Likes the idea of the ecological green roof, but is having trouble envisioning it, i.e., in different seasons and would like to know who will see it.
 - Proponents stated that the roof will get brown in the summer. Further stated that people in taller surrounding buildings will see it.
- Would like to know what the edge of the roof looks like.
 - Proponents stated that it has not been detailed yet, but they think it will be metal. It will be a thin edge that is built up rather than having a thick edge to the base.
- Feels that part of the design is delicate edges, so encourages that to be considered for the roof edge.
- Would like to know what is happening at the different entries.
 - Proponents stated that there are benches near the entries and some of the edges of the façade will be stone and perhaps detailed so they are ledges that can be sat on. At the main entry there is a book drop off.
- Would like to know how people will know where the parking garage is. Would like to know if you can see through the doors into the building and if there is a floor to ceiling glass wall. If so, it seems that that does not allow for putting a sign on the face of building directing people to the parking garage.
 - Proponents stated that you can see through the doors into the building and they have not decided what to do about a sign yet, but they will detail it.
- Very much likes the design. Feels that the proponents have created nice social spaces on 22nd and at the entry. Feels that this is exemplary work and an elegant building. Would like to know how dark the glazing will be.
 - Proponents stated that they would prefer as clear of glass as possible, but the high-quality glass that is most clear is very expensive. Along 22nd and at the north of the building

conditions will be low light, so they can use very clear glass. However, to the west where it will be brighter, they will have to balance money versus performance.

- Would like to know how much the roof overhangs.
 - Proponents stated that the roof overhangs about 15'. Proponents further stated that there will be fixed metal louvers to help the light- and heat-gain issues, but this is still a tricky issues at the southwest corner.
- Would like to know what yellow material on the wall shown in the elevations represents.
 - Proponents stated that the wall will be metal or wood.
- Would like to know what the curved wall will be made of.
 - Proponents stated that the curved wall will be metal in small patterns.
- Believes that the skylights are a great improvement and really provide a way to lead people from the sidewalk into the building.
- Would like to know what the alternate solutions are for the green roof if the grass does not grow.
 - Proponents stated that the grass will grow and they are not looking at alternate solutions.
- Likes the integration of the natural processes in an urban environment, especially on a civic structure and feels that this provides the public with an education in what is possible. Would like to know if the proponents have considered how more active public education will happen, as well.
 - Proponents stated that the artist wants to make information available to people through the art that's incorporated. The artist has proposed to do this by putting sensors on different parts of the building that will show information like microclimates. This information would be downloaded onto computers where people can look and see what is happening around the building, i.e., the green roof is cooler than the pavement.
 - Proponents stated that the artist has also suggested piping in discussions from boat traffic and having benches with speakers where people could sit and listen to what is happening in the locks.
- Suggests that the team contact the monks and librarians at Mt. Angel Abbey or go and visit to see how successful the skylights are in a library setting.
 - Proponents stated that they have visited that site. They further stated that they will do sun/shade studies of the skylights and some will be muted so they are not too bright.
- Feels that the skylights are less of an issue because they are placed appropriately in the circulation path.
- Feels that the changes are nice improvements to the design. Believes that since the roof is living, it will require maintenance, so there should be easy access to the roof and this is not apparent in the model.
 - Proponents stated that they are looking at having a third well that would accommodate a hatch to the roof.
- Would like to know if there are any mechanical items that are above the roof.
 - Proponents stated that the mechanics are all flush with the roof.
- Would like to know what the edge of the roof looks like.

Key Visitor Comments and Concerns

- A representative from DCLU would like to know if there were any code issues in the building analysis.
 - Proponents stated that there may be an issue with the opening for the garage because the service area and the parking garage entry are close to one another.
- The DCLU representative suggested the proponents schedule a review with DCLU before the next Design Commission meeting.

3 Oct 2002 Project: **Commission Business**

Phase: Discussion

Previous Reviews: 19 September 2002 (Discussion)

Time: 1 hour

Summary: The Commission discussed their protocols for decision making, external and internal communications, and attribution for group written pieces, and the possibility of an upcoming public outreach event.

- Wonders if it is clear to proponents and clients that the Commission is an advisory not a regulatory body. Suggests possibility of making it clear in action language.
- Feels that the language of approve and disapprove is strong and send a significant message to proponents.
- Believes that following the code language is most clear: “recommend approval” or “recommend changes.”
- Will look at existing protocol for external and internal communications and clarify.
- In future group writing efforts, will discuss who will sign it as the primary author.
- Would like to know if the Commission wants to hold a public outreach event addressing the Viaduct and waterfront planning issues.
- Suggests the Commission possibly partner with other organizations to do this and frame as a key element of the Blue Ring Strategy.
- The timing of the public outreach event is unclear at this point.

3 October 2002 Commission Business

ACTION ITEMS

- A. TIMESHEETS
- B. MINUTES FROM 19 SEPTEMBER—APPROVED

DISCUSSION ITEMS

- C. APT UPDATE—BANNING AND KRAUS
 THE COMMISSION APPRECIATED THE WORK ON THIS PROJECT AND BELIEVES IT IS A WORTHWHILE AND NECESSARY ADDITION TO CITY NEIGHBORHOODS.
- D. OUTSIDE COMMITMENTS—CUBELL
- E. STREET VACATIONS IN RESIDENTIAL AREAS—BARNETT
 THE COMMISSION REVIEWED THE PETITION REQUEST FILED BY TWO RESIDENTIAL PROPERTY OWNERS TO VACATE EAST MERCER STREET BETWEEN 36TH AVE E. AND HILLSIDE AVE. E. THE COMMISSION HAS THE FOLLOWING COMMENTS AND CONCERNS:
 - WHILE THE PUBLIC SAFETY ISSUE IS CRITICAL CONCERNING STABILIZING THE SLOPE, THEY DO NOT SUPPORT A VACATION FOR CONSTRUCTION OF A RETAINING WALL ON WHAT IS NOW PUBLIC PROPERTY.
 - DOES NOT SUPPORT VACATIONS AS A LAND CONVEYANCE MECHANISM IN RESIDENTIAL AREAS SINCE THEY UNDERMINE THE CRITERIA OF PROVIDING A BENEFIT FOR THE GENERAL PUBLIC.
 - THE CITY SHOULD EXPLORE OPTIONS SUCH AS EASEMENTS TO ACCOMMODATE STRUCTURES THAT HAVE A MIXED PRIVATE/PUBLIC PURPOSE.
 - WOULD BE MORE SYMPATHETIC IF THERE WAS NO OTHER RECOURSE AND IF THE OWNER WAS NOT PREVIOUSLY AWARE OF THE SLIDE CONDITIONS.
 - THE CITY SHOULD NOT COMPOUND THE ERROR OF THE EARLIER VACATIONS AND LOSE MORE OPEN SPACE FOR THE PUBLIC.
 - DOES NOT PERCEIVE ANY REAL PUBLIC BENEFIT PROVIDED BEYOND THE RETAINING WALL.
 - THE VACATION LARGELY SERVES A PRIVATE PURPOSE AND THEREFORE THE CITY SHOULD NOT SUPPORT IT.

3 Oct 2002 Project: South Lake Union Public Realm Plan—Draft

Phase: Concept Discussion

Previous Reviews: 19 September 2002 (Blue Ring Strategy Discussion), 16 May 2002 (South Lake Union Streetscape Briefing), 20 September 2001 (Open Space Strategy Briefing), 17 May 2001 (Open Space Strategy/Westlake Corridor South), 5 October 2000 (Open Space Strategy Briefing)

Presenters: Lyle Bicknell, CityDesign

John Rahaim, CityDesign

Attendees: Phil Fujii, Vulcan

Ken Johnson, resident

Jill Mackie, The Seattle Times

Janet Pelz, Pelz Public Affairs

Victoria Schoenburg, Parks and Recreation Dept.

Eric Tweit, SDOT

Time: 1 hour

(SDC Ref. # 170 | DC00225)

Summary: The Commission thanked the team for presenting this plan and commended them for getting out ahead of development to help facilitate and direct future growth, and would like to make the following comments and recommendations.

- The Design Commission encourages a flexible approach to this planning effort and to begin soon in engaging the community in making it their own;
- applauds the team's good interactions with the development community;
- appreciates the visionary nature of the ideas embodied in the plan without them being prescriptive;
- urges the team to be assertive and clear in stating their priority of desired outcomes for the plan;
- encourages the team to emphasize the differences in use between the north-south streets;
- suggests that one small area or corridor be identified in which to initiate and put the project in motion.

This project grew out of the desires to both coordinate development efforts in South Lake Union and take a holistic approach to designing the neighborhood. The goal of the plan is to coordinate the space between the buildings with the development activities that are happening there. There are four main project initiatives in South Lake Union:

1. CityDesign's work on the Public Realm Plan.
2. A major transportation analysis, now underway by SDOT.
3. A method to look at transportation more holistically through creation of a system by which individual developments can buy into a larger transportation project for the area rather than providing mitigation for just their project. These projects can take on a number of forms including, but not limited to, traffic

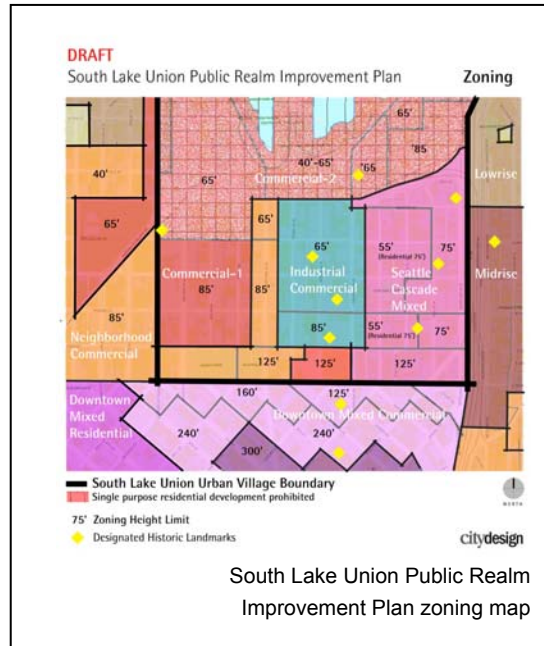


South Lake Union Public Realm Improvement
Plan street concepts plan

improvements, pedestrian improvements, and open space improvements.

4. Neighborhood initiatives to develop neighborhood guidelines.

Proponents outlined the Blue Ring and overlayed it with what is going on in South Lake Union. Primary landholders in South Lake Union are Vulcan, The Seattle Times, Pemco, and the City.



With regard to zoning, the height limits cascade down toward the lake moving from 125' to 65'. The industrial/commercial district at the center does not allow housing and does not require Design Review. Around the lake is C2 zoning, which allows multiuse residential. C1 zoning permits housing, but is not good for housing because of the upper level setback requirements. All of this has raised questions about the zoning and whether or not it meets the needs of the neighborhood plan. In the street analysis, the team suggests maintaining Mercer as a major corridor connector and having Westlake be a city connection component, as well. Other streets/connectors in the neighborhood will be Center City connectors, Green Streets, and the Potlatch/Bay to Lake Trail.

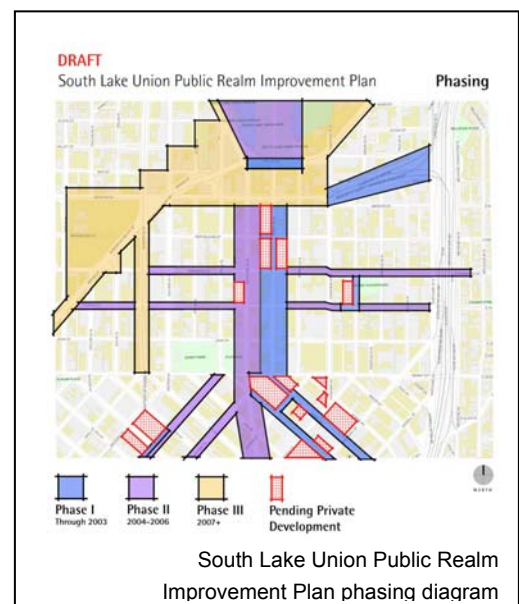
The proponents are planning a pedestrian-oriented edge and energizing street conditions on Terry Avenue, with retail occurring episodically. Most retail will be located along Westlake. Zoning will need to change in these two areas to provide for the planned kinds of spaces and uses.

One concern along Terry Avenue is that they need to demonstrate that they can design a pedestrian-oriented scale in buildings whose first floors are not necessarily retail. Valley, Mercer, Terry, Westlake, and the Green Streets will need to be made unique. They will then let the regular street standards apply to all of the other streets.

Proponents are looking at the phasing of this project in three timeframes: present–2003, 2004–2006, and 2007 onward. This phasing involves capturing development for public improvements and street improvements. People must be aware of how the Valley will work with the implementation of this plan; currently it is a 4–5 lane large connector, but it will be reduced to a small street. What happens to much of the land in Phase III is undetermined because they need to know more about what will happen with the Viaduct.

There are several open space issues that need to be addressed. The proponents would like to use South Lake Union as the first area to make an alley plan. This would include four categories:

1. Alleys that will not be vacated, so do not ask.
2. Alleys that they will readily give up.
3. Alleys that will be given subterranean only.
4. Alleys that will be vacated, but the alley form must be kept in place.



Other types of open space are also being looked at. Is there a need for additional park space? The

neighborhood plan does not call for that, but it calls for the Denny Play Space to remain for public use, although it is privately owned. They are not seeking additional public plazas because if there are too many of them, none will be activated.

So far, the design guidelines have been presented to the Design Review Board and the Planning Commission.

Key Commissioner Comments and Concerns

- Would like to know how this plan will be used.
 - Proponents stated that they hope to get to a point that includes fairly specific drawings of improved streets, i.e., lane widths. They hope to get these formally adopted by City Council. They hope this will provide a better guide for developers.
- Suggests that the team be strategic about not spending time on things that will change and spend time on the things that are timeless.
- Recommends that the proponents begin now to get zoning changes that will allow their plan to be implemented.
 - Proponents stated that it will take some time and the neighborhood plan did not include any zoning changes, so they have to present these to the neighborhood. In addition, the transportation study results may influence zoning change decisions.
- Would like to know what the public process for this project has been/will be.
 - Proponents stated that they have had a meeting with the community board and an open house for the community to see the plan is planned for the future.
- Feels that they need a public participation plan.
 - Proponents stated that, for the most part, they have been implementing neighborhood plans and they want to move forward in that vein.
- Would like to know what kind of density is necessary to support the retail in the plan.
 - Proponents stated that they do not have numbers, but they believe it will be like Belltown in that both residents of the area and people who don't live there will patronize the retail.
- Feels that the emphasis on the streets is appropriate, but has some questions about Terry and Westlake together. In some ways they work together, but in some ways they work against one another. One is more pedestrian and one is more auto-oriented. Suggests proponents might look at another approach to Westlake as a boulevard rather than as a meander.
 - Proponents stated that there is a distinction between the two streets and the Terry is planned to become a two-way.
- Suggests that you need a strong north-south vehicular connection as well as pedestrian.
- Believes that there are ways to approach ground floors that are have less to do with use or what is in them than its relationship to the street, which still allows the street to give you what you want urbanistically.
- Feels that there should be a balance between the neighborhood plan and the overall needs of the region and state. The method of zoning that created the cascade of height down to the lake is

outdated. A study in San Francisco showed that a lot of tall buildings actually preserve the view for more people than traditional zoning allows. Would like the City, property owners, and community to reexamine how the area develops over the long term. Feels that the more flexibility is allowed, the more opportunities will be allowed.

- Appreciates that the proponents are getting out ahead with the plan. Would like to know where the Monorail will be, if that was considered.
 - Proponents stated that Monorail planners did experiment with a route along Valley and also explored it going up Westlake and Dexter, but 5th has been determined as the preferred alternative. The street car is planned to loop around the area and there is potential of tying it into the SoundTransit station. The streetcar is a low-cost way for better transit and to provide a connection with downtown.
- Encourages proponents to think of the ground floor of every building as public space because there is that visual access and the opportunity to activate the street.
- Feels that there are many ways to do that such as using the ground floor for residential stoops or garage doors.
- Would like to know how to get there from here—feels that they are bumping up against City systems at this point.
 - Proponents stated that zoning changes are a sensitive issue, so they need to be done strategically. They feel that they may be able to make a case for zoning changes by developing this kind of plan further.
- Would like to know about the height limits and feels that possibly lowering the building heights while retaining the same FAR may be acceptable.
 - Proponents stated that the FARs are low right now and that if they wanted to raise the height limit they would actually have to increase the FAR.
 - Proponents further stated that much of this will be timing. This is an area of Seattle that's been being planned for 50 years and they do not want to stop and replan. They want to move forward enough so that people can see what has been gained and continue to figure out how to do it even better.
- Believes that there could be some issues in the relationship between the two streets. There is a desire for a pedestrian feel on both streets; one street has retail while the other accommodates different uses. Feels that perhaps the team should work on defining different kinds of retail activity for each street.
 - Representatives from Vulcan stated that the success of cities depends on density—things like retail, mass transit, and pedestrian activity are dependent on this density. Thus, the zoning questions are very important to meet the density needs. Often, in Seattle, there is not enough density to support these kinds of activities and we come up short.

Key Visitor Comments and Concerns

- A representative from Vulcan stated that the Mayor is interested in providing certainty to decisions and would like the developers to be shown exactly what is expected from them. In addition, funding for this area is a priority and a decision was made early on to make Mercer and Valley corridors, so no matter what happens with the Viaduct, they can begin work on these streets.

3 Oct 2002 Project: Terry Avenue Street Design

Phase: Concept Design

Previous Reviews: None

Presenters: Lyle Bicknell, CityDesign
John Rahaim, CityDesignAttendees: Phil Fujii, Vulcan
Ken Johnson, resident
Jill Mackie, The Seattle Times
Jim Mueller, Vulcan
Mike Podowski, DCLU
Eric Tweit, SDOT

Time: 1 hour (SDC Ref. # 170 | DC00288)

Summary: The Commission very much appreciates the team's good work on this smaller scale design initiative and would like to make the following comments and recommendations.

- **The Commission feels it is important to get the street design in place before new development occurs;**
- **recommends that the team look to other cities' gritty, industrial neighborhoods such as Milwaukee, Portland's Pearl District, and Vancouver's Yaletown;**
- **encourages the team to step back and define the concepts and guidelines for the street, including what is important to preserve, street furniture, lighting, social and visual qualities, and vegetation;**
- **urges the team to be definitive of the street activities that they hope to foster with this plan;**
- **encourages the team to design with an ecological mindset from the pavers down so that the paving and street trees can coexist;**
- **would like to see further explorations of street geometry and alignment, how this will function with the trolley, and how the trolley may tie in with future connectors to other modes of transit;**
- **encourage the team to consider how the project can be phased so that both the likely changes over time and current uses and users are accommodated; and**
- **urge the team to communicate with the landscape architect of South Lake Union Park to best coordinated stormwater treatment of the street runoff.**

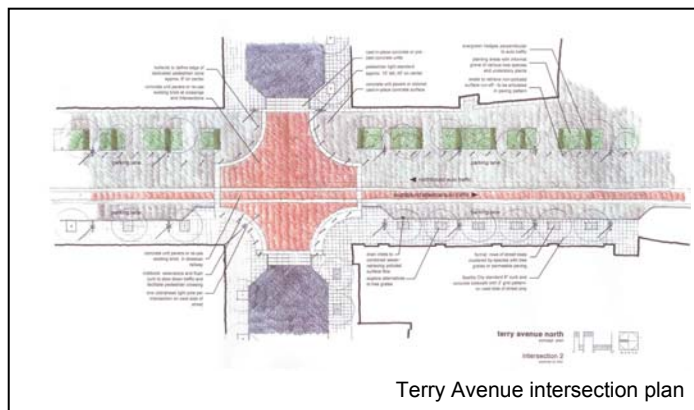
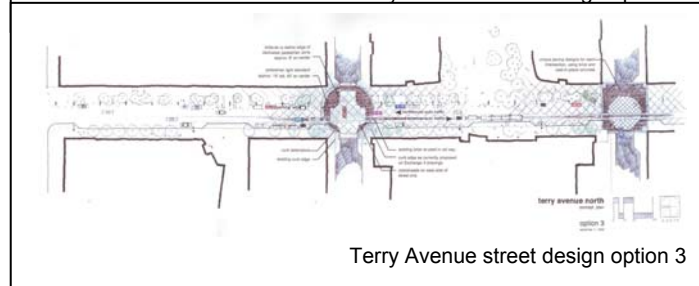
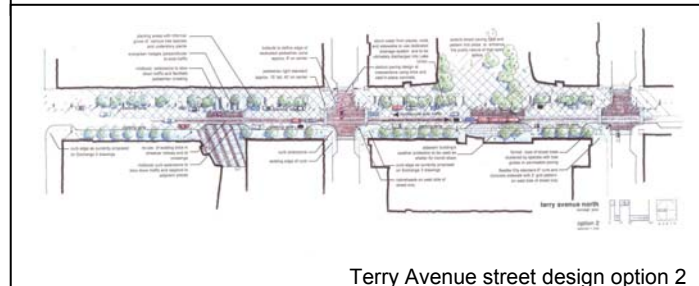
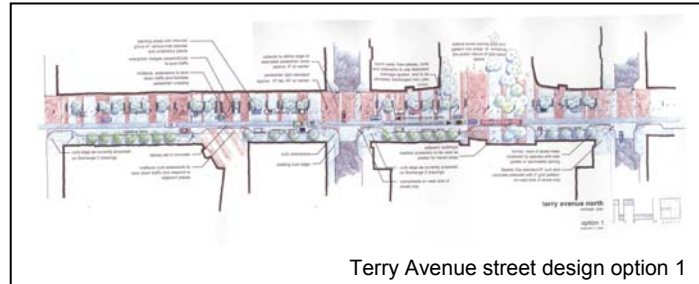
Proponents are looking at Terry Avenue between Denny and what will be South Lake Union Park. Its design is part of the phasing of the South Lake Union plan. Terry Avenue will accommodate a low vehicle volume, so there are opportunities for making it a pedestrian street. Thus, the wonerf concept of a living street is being used and the street is being designed to serve multiple purposes. The street will have no curb on the east side the west side will have a curb that defines the street car alignment.

The consultants, Berger Partnership, have been exploring several concepts of what Terry Avenue could be:

- creating parking on both sides of the street
- making it a boulevard with a planted median and wide sidewalks on either side; the disadvantage to this is that Terry Avenue is currently so axial that you can look down and see Gasworks Park—this scheme would negate that
- carving out a green space on the west side of the street—this is the scheme that has been further developed

Terry Avenue is now like a large alley with bricks, remnants of old rail lines, no sidewalks, and some perpendicular parking. A couple of the big challenges with this project are identifying how to preserve the late 19th and early 20th century ethos without it being kitschy and providing enough order to define where cars can go without it being too much. The consultants have taken the green space on the west side concept and developed several schemes.

The first scheme creates a broken, syncopated streetscape with different materials to break up and make it a nonlinear the experience. The bricks will be preserved in some capacity and the plaza will feel like an extension of the street. The second scheme is more urbane. The bricks are used at intervals and may be used to define the street car stops. The third scheme is similar to the second one, but a change in materials is used to define the intersections and open spaces.



In all of the schemes, the team hopes to incorporate sustainability elements such as conveying the roof

and plaza runoff to be treated in South Lake Union Park. They are also looking at having raised intersections, bollards to mark the pedestrian areas, and pedestrian-scale lighting with a minimum of overhead lighting.

Key Commissioner Comments and Concerns

- Suggests that the team look at Milwaukee and Yaletown in Vancouver for examples of this kind of revitalized neighborhood and how to use what is already there.
- Suggests that proponents also look at 1st and 2nd in Belltown. On 1st Avenue the trees are planted based on the hierarchy of street lights; it's an orderly planting, but based on what is already there. On 2nd Avenue they used the original planting scheme and widened the sidewalks around this and decreased the number of parking spaces.
- Feels that there should be as much street parking as possible.
- Would like to know how the intersections are being controlled.
 - Proponents stated that they do not know yet.
- Feels that the design is getting overworked.
 - Proponents stated that the private development is beginning to happen, so they had to come up with a scheme.
- Would like to see a more organic formation.
 - Proponents stated that when the parcels develop, the default is to upgrade to the current street standards, so they are up against government policy. They need to decide what should be pinned down now so current development can be consistent or at least harmonious with the end plan.
 - Proponents further stated that there are other considerations such as they would like to leave the existing brick, but there are serious elevation problems with it. The question then becomes, do you put it back as you found correcting the elevation problems?
- Believes that the team should go back and make design guidelines that state exactly what you want the street to be, i.e., dictate materials and define the ecological functions. This would lay a framework and provide rules that could be tested against.
- Feels that some of the brick and other original items will need to be taken up and put back. There are precedents in old places in Europe where this has been done well and is not kitschy. Believes that the view down the street is important and trees or other items that would impair views should not be put in the way. Suggests that the team lay out several guidelines to go along with and carefully monitor new developments to follow these. Feels that the proponents can find a way to sit on the fence between the redesign and the old.
- Would like to know what is happening at the intersections and what kinds of activities the team is projecting for in the design principles.
- Would like to know what the driving principles are. Suggests having a zone of trees without these dictating the plan and create opportunistic parking and a pedestrian zone. Feels that public to private space can be moderated.

- Proponents stated that they are wary of having a detailed master plan and feel that the best plan is the lightest one.
- Believes that the plan needs to include iconic qualities.
- Feels that the proponents are placing a lot of emphasis below grade on the street trees. Thinks there are too many trees—they will get large and negate the vista quality of this street. Is concerned with the roots of the trees and suggests using structural soils, soil with aggregates, to avoid having dead trees—dig up the whole area and put in structural soil that can take compaction while still allowing root growth. Also suggests that the team ensure in the design guidelines that street trees and paves are coexisting and define how this can be done.
 - Proponents would like to know if structural soils can be used for biofiltration.
- Commissioner stated that he does not know.
- Does not feel the drawings show that the streets are for people and feels that the people in the cars should not supercede in importance. Suggests that maybe bulbs could be used to slow vehicular traffic and make more pedestrian-friendly.
 - Proponents stated that the street car will make the area more pedestrian friendly and slow cars down. In addition, they have to consider that the south end of Terry Avenue has semi trucking companies with loading docks and the street has to accommodate that.
 - Proponents stated that neighborhood traffic-calming devices will not work here; there is currently no housing in this zone, so that kind of pedestrian traffic is not present yet. In addition, because there is no housing there is a lot of interest from biotech companies and other developers in this area to have what would serve them.
- Would like to know why the developers chose the trolley as the mode of mass transit.
 - Representatives from Vulcan stated that they looked at examples like Portland and found that they had higher ridership than they expected. The streetcar is an inexpensive, flexible connector between other modes of transit. Investors tend to not want to be near bus stops, but are attracted to trolley stops. It provides more certainty to developers because provides a connection to them and to downtown and the ferries that cannot be moved like bus stops and routes can. The trolley is not more efficient than the bus, but it is more attractive. In addition, it is not just the developers who want the streetcar system. The Mayor is interested in transit models that make visual connections and could encourage less use and ownership of cars.
- Suggests that the team keep the trolley alignment in the middle. Would like them to consider the vista and how the design deals with the long view.

3 Oct 2002 Project: Transportation Discussion

Phase: Staff Briefing

Previous Reviews: 5 September 2002 (Staff Briefing), 15 August 2002 (Staff Briefing), 1 August 2002 (Staff Briefing), 7 March 2002 (Trans Lake/520 Expansion Briefing)

Attendees: Ethan Melone, SDOT
Jim Mueller, Vulcan

Time: 1.5 hours

(SDC Ref. # 219 | DC00231; 169 | DC00242;
219 | DC00231)

Summary: The Commission discussed the Monorail, Viaduct, and SR 520. Several Commissioners are helping plan the Town Hall forums on the Monorail being held this month; the Ethics and Elections Commission has been consulted on this. Another joint session of the Design Commission and Planning Commission on the Viaduct/Seawall proposal has been tentatively set for November 1 to discuss the latest design schemes and project planning timetables. The Trans Lake SR 520 expansion team will provide a courtesy update to the Commission at the October 17th meeting, focusing on the current proposal and associated urban design issues.

Key Commissioner Comments and Concerns*Monorail*

- Several commissioners are participating in the planning session for the Town Hall discussions. The first session will take place on October 15 and the second on October 22.

Viaduct/Seawall

- In planning the future of the Viaduct/Seawall project, this year leading into next year is dedicated to public discussion and input. Other things besides transportation need to be considered, such as open space, housing, diverse land use, and diverse users. Ideas for addressing this are setting up a task force and holding an ideas competition to generate interest in the project.
- Believes there should be a waterfront advisory group.
- Would like to know if the trains will stay.
 - A representative from SDOT stated that Burlington Northern will remain and the number of trains is expected to increase.
- Is not convinced that Myrtle Edwards Park is fixed and finished. Feels that it is dull and could be changed or possibly trade space there for development. It creates a perceptual edge.
- Feels that an ideas competition could fall flat, and would like to see the City hire a designer by competition.
- Believes that if the process was further along, he would agree with that, but it is still very preliminary and an ideas competition may be a better way to go.
- Believes that the competition can be more about process: concept, strategy, and how to make it

happen.

Trans Lake/520 Expansion

- Is unsure of the official stance or preferred alternative at this point.
- Believes there will be a phased approach and that they are looking at the 6-lane configuration with room for expansion.
- Seattle representatives voted against the 6-lane design.
- In the presentation next meeting, the team will focus on the current proposal and specific issues surrounding this proposal.
- Would like the team to demonstrate the footprint of this project and discuss the design implications of their proposal.
- Although the state has a preliminary preferred alternative, they will still take all of the alternatives through an EIS.

Key Visitor Comments and Concerns

- With regard to the Monorail, a representative from SDOT stated that they are working on post-vote planning and thinking about who would need to be involved, staffing, and financial aspects.