

Seattle Design Commission

APPROVED

MINUTES OF THE MEETING

17 March 2005

Gregory J. Nickels,
Mayor

David Spiker
Chair

Charles Anderson

Pam Beyette

Karen Kiest

Hannah McIntosh

Anindita Mitra

Sheri Olson

Nic Rossouw

Darrell Vange

Guillermo Romano,
Executive Director

Layne Cubell,
Commission Coordinator

Projects Reviewed

Burke-Gilman Trail Extension-Locks to Golden Gardens
Aurora Avenue North Improvements
City Monorail Team
Right of Way Improvement Manual Update
Fremont Bridge Approaches/Maintenance Shop
Delridge Parks
Capelouto Mixed Use Project Alley Vacation

Convened: 8:30am

Adjourned: 5:00pm

Commissioners Present

David Spiker, Chair
Charles Anderson
Pam Beyette
Karen Kiest
Hannah McIntosh
Anindita Mitra
Sheri Olson
Nic Rossouw
Darrell Vange

Staff Present

Guillermo Romano
Layne Cubell
Tom Iurino
Emily Podolak



Department of Planning and
Development

P. O. Box 34019
1000 5th Avenue, 19th Floor
Seattle, WA 98124-4019
phone 206/233-7911
fax 206/288-7883

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17 Mar 2005 Project: Burke-Gilman Trail Extension – Locks to Golden Gardens

Phase: Concept Design

Previous Reviews: 5 August 1999 (Briefing)

Presenters: Diana Holloway, Seattle Department of Transportation
Peter Lagerway, Seattle Department of Transportation

Attendees: none

Time: 1 hour (SDC Ref. # 169 DC00081)

Action: The Commission appreciates the excellent presentation and looks forward to the next presentation of the north terminus and full trail signage program.

- **supports the extension of the trail system to Golden Gardens**
- **congratulates SDOT for persevering through all the challenges with property owners hip, both public, and private**
- **realizes that the trail is something much greater than the sum of its parts; it is a place that is extremely simple in its concept, just a right of way, and yet brings delight to many people**
- **Encourages, for the next presentation, proponents bring better graphics including a plan that is bigger, more legible and better demonstrates the terminus and the entire study area**
- **encourages SDOT to continue to work creatively with its money and consider, as necessary, using Seaview Dr. for a short term segment and make sure it is well signed so that people can get to Golden Gardens**
- **encourages proponents to work creatively with the Parks Department to make an identifiable terminus to the railway, work with the artist to discover ways to help celebrate the rail line and incorporate historic and interpretive elements along the trail**
- **recommends approval of concept design and looks forward to future presentations**

The Commission has been following this project for some time as it has evolved in phases over several years. This section is the western terminus of the Burke Gilman Trail. It is in concept design and there are outstanding property issues that are withstanding before they can finish the alignment of the trail

Also asked proponents to provide some larger context a couple of other trails the interurban, the Chief Sealth Trail realized in partnership with sound transit focus on it tying in to a network NW 60th to Golden Gardens

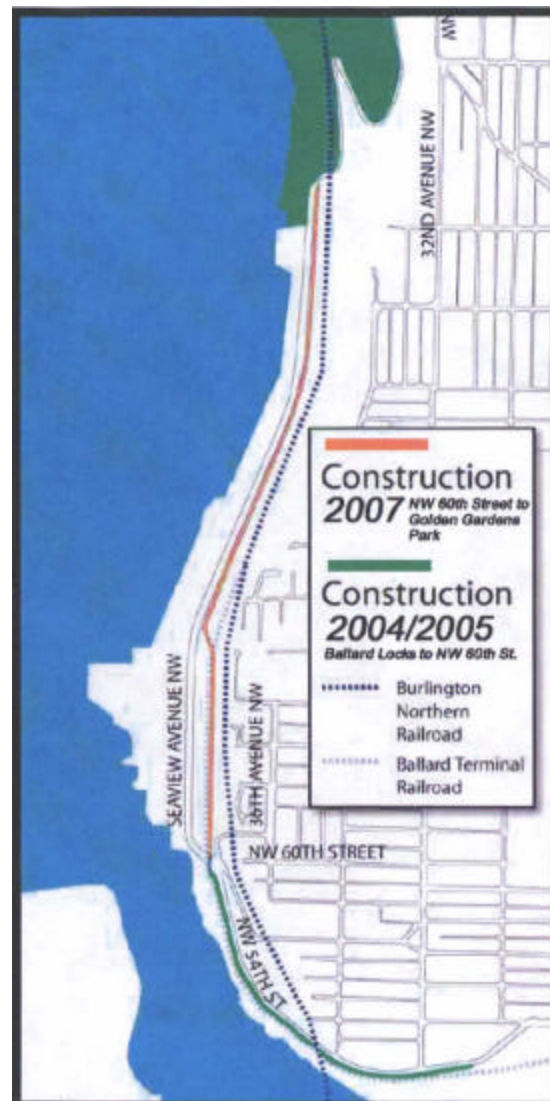
Proponent Presentation

The Locks to Golden Gardens Extension includes three segments. The 1st segment is currently under construction and extends from Ballard Locks to NW 60th, the 2nd segment extends from NW 60th along the Ballard Terminal Railroad and the 3rd segment includes where the trail departs from alongside the Ballard Terminal Railroad and extends up Seaview Ave NW to Golden Gardens.

In 1989, 1991, and 1993 proponents signed a series of agreements with Burlington Northern San Francisco Railroad (BNSF) which created the legal instruments for conveying those properties to the city at which time they were no longer needed for rail purposes. Another series of discussions with Seattle City Light has allowed over time use all of their corridors for trail purposes. Trail construction occurs in two parts, getting the property and building it. The past fifteen years proponents have focused on getting the property because there are only windows of opportunities to get the property and more leeway on the construction process. A year ago last December proponents finished signing a series of six agreements to secure the property with BNSF and can say that with a few odd parcels not included, they have secured all of the rail right of ways in the city that are going to trail purposes. The extension of the trail from Ballard Locks to Golden Gardens is all in city ownership.

The 1st segment extending from the Locks to NW 60th street is currently under construction with the trail planning to be finished in April, landscaping finished soon after and plans to open in late summer to early fall. The trail is approximately 10 feet wide and consists of two parallel trails, one for pedestrians made of concrete and one for cyclists made of asphalt. The second segment extending from 60th along the east side of the Ballard Terminal Railroad tracks to 67th, where the two railroads come together. Proponents had to sign agreements with both railroads for this stretch because the trail will be located on a service road that both railroads utilize. Although they do not use it often, it is used in emergency situations and the railroads reserve the right to shut it down if need be. Because it is a service road, the trail must be built to roadway standards to hold heavy trucks. The third segment begins with a cross over the railroad down to NW Seaview Ave. and consists of an asphalt pathway for pedestrians and cyclists along NW Seaview Ave. that will be set back 5-6' from the curb and go all the way to Golden Gardens. Cyclists will be welcome to use the roadway. This stretch is along a greenbelt so there are no driveway crossings.

Proponents are still working on how to celebrate the terminus of the trail. They don't have enough money in the budget to make a great space, but there has been a lot of public interest and desire to do something significant. During preliminary discussions with Seattle Parks Department, they do not want the terminus to finish in the park but rather just outside. Proponents and parks department explored the area just before Golden Gardens to the left along the water.



Burke Gilman Trail Extension Project
Proposed Alignment for Golden Gardens Segment

In 2000 the Parks Levy awarded \$410,000 to focus on the Ballard Locks to Golden Gardens section of the Burke-Gilman Trail. Proponents used the money as leverage to get a federal T-21 grant and were awarded an additional \$690,000. They thought this was enough money but then ran into the glitch. The transition from section 2 to section 3 across the tracks has unstable and wet soils and therefore proponents can't put in standard walls but something that will hold up the embankment so it doesn't give out and the trail system gets blamed for a failure of the tracks. Other landslides have occurred in the area and have shut down the railroad from time to time: which is also why the railroad service road is so important in this area. With these considerations the estimate for the project is now \$3.4 million. Proponents are currently exploring ways to get the cost down by looking at different kinds of walls and construction methods and having some flexibility of where to put the wall along a ¼ mile stretch.

In terms of moving forward with the project, even if there is not enough money to build the wall, proponents plan to go ahead and build other sections of the trail. They will come back again when they have a better understanding of options and schedule.

Commissioner Questions and Comments

- Asks if the 1st segment of the trail is behind commercial/business
 - Yes
- Asks for details on the railroad crossing of 1st segment
 - It is under construction now, it is at grade and will cross tracks at 90 degree angle
- Asks if in 2nd section there is anything between the tracks and the trail
 - There is a huge embankment. It is not possible to put in a fence because the service vehicles have to access tracks. The state law requires that the trail be 8 1/2 feet from the center of the tracks to not need a fence, which is similar to a bike trail located next to a moving motor vehicle lane which is a 5 ft minimum between curb and path. The Ballard Terminal Railroad only uses three cars approximately twice a week and one can walk faster than it goes.
- Asks what the Ballard Terminal Railroad is used for
 - At NW 67th Street it hooks into the main line and goes past Fred Meyer. It is completely separate from BNSF, a short line railroad owned by Salmon Bay Sand and Gravel and operated by Byron Coal has between two and five customers along the route.
- Asks for a reminded of how the Burke-Gilman Trail was first established
 - In the early 1970s a citizen group got together to preserve it. The first piece opened in 1976 in northeast Seattle.
- Asks if the funding strategy is that as proponents build they hope to build citizens excitement so that they can put more pressure towards getting more funding
 - They receive lots of support from Friends of Burke-Gilman Trail who recently had 560 people at a public meeting; the Friends group is doing everything possible. Proponents are also working closely with Ballard Terminal Railroad and industrial businesses in the area.
- Asks if proponents foresee pedestrian/bicycle conflict occurring on the 3rd segment which only includes one asphalt path
 - What is nice about this particular area is that the street will still be really good for cycles because there are two 15' lanes which are wide enough for a car to pass a bike. The proponents plan on putting signs on the trail encouraging fast cyclists to use the street, it would be regulatory but encouraged

- Comments that from experience doesn't feel that a concrete sidewalk along asphalt path alleviates the conflict between runners and bikers because runners would prefer to run on asphalt, asks if they have considered a trail instead of the sidewalk, suggesting that it would be a money saving venture
 - In addition to the concrete and the asphalt the proponents build a trail out of the base material and cover it with soil for a third option, however, have noticed that more runners are using the asphalt. An additional benefit of using the two different types of paving materials is that bikers do not prefer concrete because the asphalt is a much smoother ride, pedestrians will walk on both.
- Asks if it would be possible to share the road edge of Seaview Ave instead of putting in additional pavement as a way to save money or as a short term solution
 - The strategy has been considered. Proponents have pressures to spend all the money in certain time periods and it is a matter of balancing in the short term so the end results in the best use of resources, also if proponents don't spend grants they don't get new grants, they don't have enough for wall at this time so see the 3rd segment as an area to focus the investment, to look like they are still pushing forward so they can look for additional funding
- Comments that it seems the jog between 2nd segment and 3rd is costing an extra 2 million dollars and given that, asks if proponents have looked at totally different alignments that put the bike path on NW Seaview Ave for the entire length
 - Proponents have explored it but it is a matter of addressing both cost and safety. Locating trail along NW Seaview Ave is putting a major bike path in front of condos and businesses which they really try to avoid because of the constant cross traffic. This alignment would also be expensive because they would have to move the curb and drainage; rebuilding streets is a huge cost, and would cause a political problem because it would narrow the street removing all on-street parking. Given cost, safety and parking, if their proposed alignment proves to be impossible they will look at that option but right now it is definitely plan b.
- Asks if and how the arts money has been incorporated into the project
 - They have been working with the artist in residence and exploring ways of how to commemorate the railroad along the trail
- Asks proponents if they have thought about extending the trail to Canada
 - There are several trails that it can potentially connect to in the future: the Centennial Trail in Snohomish County; the trail currently connects all the way to Redmond and progress is being made to connect around Lake Sammamish which will connect to Issaquah and across the state, the Interurban Trail is within five years of completing and given that there is the right of way it could eventually connect all the way up to Bellingham
- Suggest a funding opportunity through a program similar to Adopt-a-Highway, asks if proponents have considered selling naming rights to segments to help pay for future construction costs. Imagines resistance from an anti-consumerist point of view, but the highway seems to work well with it
 - Proponents have not considered it. They have met with Friends of Burke-Gilman about funding opportunities, and there are major private donors. They do have volunteers that maintain stretches of the trail which works very well
- Asks why the parks have a problem with the terminus of the trail being Golden Gardens
 - Parks are very supportive of it ending in the south entrance to the park, just not in the park. The philosophy is that all trails go next to parks not through parks based on the basic idea that bikes are more than welcome in parks if that is their destination, but routing the bikes through the park as general purpose traffic is

like routing a roadway through the park. Seattle Parks Departments is the single biggest funder for trails in the city of Seattle

- Asks for clarification on where proposed terminus will be located
 - Take a left turn right before Golden Gardens, located down along the water
- Likes the routes and is excited to see this connection to the terminus is happening; hopes that terminus can be a celebration
- Suggests that the Ballard Terminal Railroad intersection is a great place to celebrate and educate people about railroad, history and connections
 - Agreed, proponents also plan on leaving some of the old track throughout the length of the trail as a reminder
- Encourages proponents to include permeable pavement or ways to infiltrate water as much as possible
- Asks about way finding and signage
 - That could be a whole separate presentation. The city is currently redoing all bikeway and way finding signs. Public workshops and stakeholder groups met yesterday and are completing a nine-month process to reevaluate all of signing for the city, including trails and assigned routes

17 Mar 2005 Project: Aurora Avenue North Improvements

Phase: Pre-Design

Previous Reviews: None

Presenters: Diana Holloway, Seattle Department of Transportation
Kirk T. Jones, Seattle Department of Transportation
Don Monaghan, CH2M Hill
Tim Bevan, CH2M Hill

Attendees: Faye Gardner, Aurora Avenue Merchants Association
Rebecca Herzfeld, City of Seattle
Pete Grimm, Olympic Lincoln Mercury, Inc.

Time: 1 hour (SDC Ref. # 169 DC00353)

Action: The Commission thanks the team for their early presentation of the Aurora Avenue North improvements, understands its very challenging elements, and makes the following recommendations

- **considers this area to be the north entrance to Seattle and a very complex area made up of many communities that should be treated as such, rather than one large corridor**
- **encourages proponents to consider both art and design in a broad and comprehensive approach that is boldly presented with large gestures that will address the big issues along the corridor**
- **recommends that the proponents work with the surrounding businesses and neighborhoods directly and fruitfully and suggests that some of the art elements be determined and implemented through the neighborhood planning and communication process**
- **encourages the proponents to use project dollars carefully, perhaps for demonstration sites that would enliven and excite future projects throughout the corridor**
- **encourages the proponents to look at the signage mess along Aurora Ave. as an opportunity for the city to look at new and different ways of treating signage in the area**
- **recommends approval of pre-design**

This is the first presentation to the Commission of a large project that will be phased over many years. Today's presentation focuses on the first phase which is a 25-block segment covering the stretch across 125th Street intending to create a more pedestrian friendly environment and afford better intermodal transit connections. This stretch of the project is located next to the interurban pedestrian/bike trail and includes many bus connections and transfers.

Proponents Presentation

The Aurora Route Development Plan process started in 2000 and was completed in March 2003. Participants of the plan included WSDOT (project lead), City of Seattle, King County Metro, and

the City of Shoreline. The Development Plan addresses the stretch of Aurora from Battery Street Tunnel to N. 145th Street. For public outreach, proponents held two open houses and held 50 business and community meetings.

The Development Plan's proposed long term improvement recommendations include: widening the existing lanes, adding a southbound bat lane, adding a raised median with controlled access points, constructing a continuous amenity zone on both sides of SR 99 North, improving pedestrian crossings, consolidating driveways at logical locations.

In order to meet these recommendations, proponents have proposed the following goals

- to build community support, including broader neighborhoods, residents and business owners
- to implement access management to reduce numbers of conflicts, traffic accidents
- to find solutions to the current parking issues, working with property owners
- to improve transit operations, increasing speed and reliability
- to provide safe and comfortable pedestrian facilities, through sidewalks, crosswalks, ADA accessibility, adjacent commercial uses, convenient bus stop access
- to improve aesthetics through landscaping

Understanding all of these goals as challenges, proponents continue to explore options for traffic/illumination systems design, possible road designs that minimize right of way needs, methods to obtain approval for design deviations (if needed), methods to obtain funding to complete the improvements (the projects typically cost \$10-15 million per mile) and ability to deliver the project within the budget and the schedule.

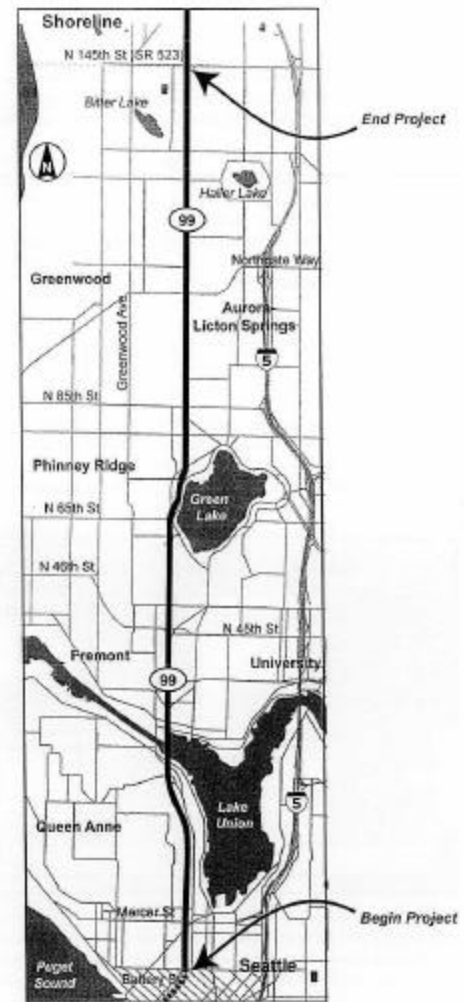


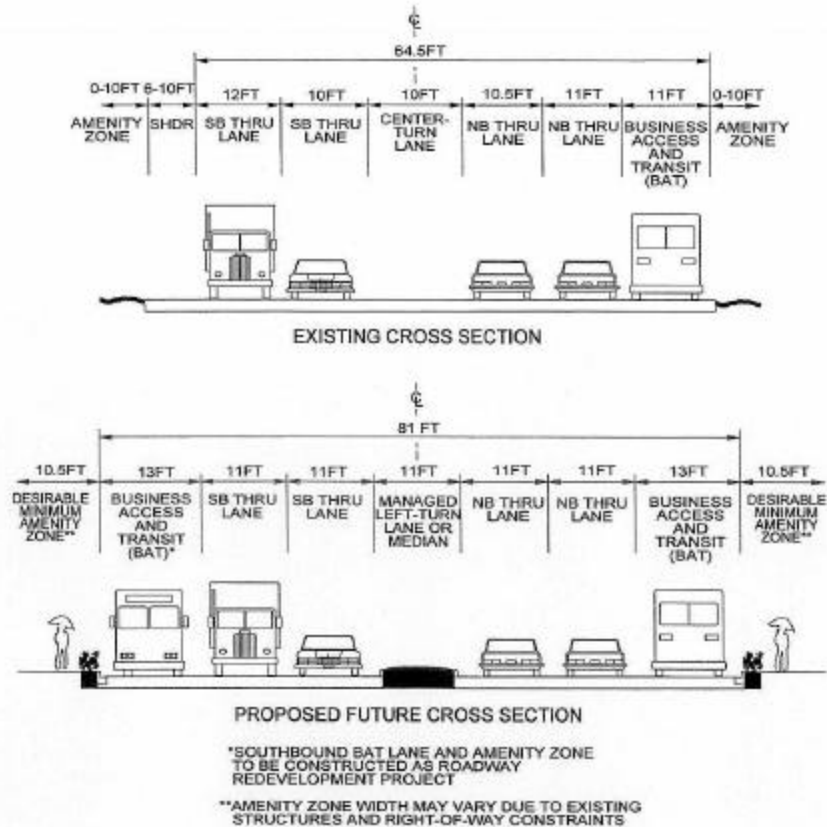
Figure I-1
SR 99 North Corridor Study Project Area

Proponents aim to judge their success based on the following factors

- Obtain environmental clearance for the corridor on time and on budget
- No successful appeals of the environmental documentation by project adversaries
- Informed consent by the community for implementing the project
- City Council support for the project is established
- The City and County executives are project advocates
- Secure additional project funding to complete the improvements
- Design and environmental issues are anticipated avoiding surprises
- Project improvements will support an improved business environment
- Early design approvals from regulatory agencies
- Instill confidence in the community that the project will be constructed
- Provide timely and positive communications on the project to the community

Six million dollars has been budgeted for the stretch between 110th Street and 145th Street. Proponents will spend the next 18 months analyzing the corridor to determine how to best invest the money. Key issues between 110th Street and 145th Street include: right of way limitation at the cemetery, business interfaces close to right of way, right of way limited by 130th Street pedestrian structure overpass, an angled intersection, existing utility lines, pedestrian crossings between 130th Street and 145th Street, proposed pedestrian signal at 140th Street, and opportunities for Seattle Public Utilities natural drainage strategies.

Figure 6-13
N. 110th Street to N. 145th Street Proposed Future Cross Section



The project schedule for 110th Street to 145th Street is as follows

Open House #1	May, 2005
Property Owner Meetings	May-July 2005
Open House #2	September 2006
Submit Draft Environmental Documents	January 2006
Open House #3	April 2006
Submit Final Design Memorandum	June 2006

Commissioner Questions and Comments

- Asks if signage ordinances is included in the project
 - Not part of our project, but City plans to do a signage ordinance during the same time, we will only deal with signs relative to traffic control
- Asks if there is any art money allotted for project
 - Not sure, will look into it
- Asks if there will be consistency of the metro transit bus shelters along corridor
 - Yes
- Asks if proponents have explored the width constraints at 130th Street overpass
 - Not completed a full analysis yet, it is 90' wide so it can fit the proposed street cross section without the columns, sidewalks may have to wrap around behind the columns
- Asks if proponent did the Shoreline stretch
 - Yes
- Asks what similarities and differences proponents see between this proposed stretch and the stretch completed in Shoreline
 - They are pretty much the same except the proposed cross section for Seattle is not as wide as the one in Shoreline
- Asks about frequency of median breaks for turning capabilities
 - The state jurisdiction requires raised medians, will look at breaks in median to make left turns be possible, plan on getting feedback from property owners as to how location of intersections affect their businesses.
- Thanks proponents for presenting so early on in the project so that Commission could provide feedback
- Encourages proponents to consider this area to be the northern entrance into Seattle and should strive for something better than the project in Shoreline. It is a very complex area made up of many communities that should be treated as such, rather than one large corridor and encourages proponents to work with the Department of Neighborhoods to determine each place's uniqueness.
- Encourages proponents to consider both art and design in a broad and comprehensive approach that is boldly presented with large gestures that will address the big issues along the corridor.
- Encourages proponents to explore how lighting can be used, how the pedestrian environment can be seen as safe and inviting.
- Recommends that the proponents work with the surrounding businesses and neighborhoods directly and fruitfully and suggests that some of the art elements be determined and implemented through the neighborhood planning and communication process.
- Encourages the proponents to use project dollars carefully, perhaps for demonstration sites that would enliven and excite future projects throughout the corridor.

Public Comment

Faye Gardner, Aurora Avenue Merchants Association

- Reminds proponents and Commissioners that the Aurora Avenue corridor supports 5000 jobs and the redevelopment needs to be delicately done; there should be a balance of autos, retail, access and public safety. The business owners are part of the community and neighborhood and expect to be included in the discussion and the process. They are not saying that they are not pleased to work with the proponents, but the business

community demands respect, and will not accept being told what to do without being part of the process.

Rebecca Herzfeld, City of Seattle

- Asks proponents if they have scheduled a council briefing for May
 - Not yet
- Asks if the urban design guidelines presented are available
 - Yes

17 Mar 2005 Project: City Monorail Team

Phase: Quarterly Staff Update

Previous Reviews: 16 December 2004; 16 September 2004; 17 June 2004; 18 March 2004;
18 September 2003; 4 December 2003;

Presenters: Cheryl Sizov, Department of Planning and Development
Vanessa Murdock, Department of Planning and Development
Lyle Bicknell, Department of Planning and Development

Attendees: Brad Shinn, Seattle Monorail Project
Rachel Ben-Shmuel, Seattle Monorail Project

Time: 1 hour (SDC Ref. # 219 DC00231)

Summary: The Commission thanks the City Monorail Team for presenting a work update

- **appreciates the holistic approach that the team has taken towards its work, highlighting key design principles and opportunities, even though they have worked in a design vacuum over the past six months**
- **remains concerned that it will be difficult for the City Team to go from resting mode to full implementation when the project again moves forward**
- **expresses concern that members of the staff will not be returning to the project, believing that the value of institutional knowledge can not be underrated**
- **thanks Cheryl Sizov for her work as Urban Design Lead and for her clear and comprehensive presentations to the Commission over the past 18 months**
- **looks forward to future updates on the Monorail project**

The City Monorail Team presented a staff update, an overview of the station area planning and location specific design guidelines.

City Monorail Team Staff Update

The City Monorail Team, recently done with the planning phase of the project, is winding down, and this could be the last quarterly update for awhile. The Seattle Monorail Project and DBOM are still in negotiations, and until there is notice to proceed, the city staff will go on screen saver mode. March 21st, 2005 will be the last Monorail Review Panel meeting for awhile, until progress is made on the DBOM design proposal and there is something to review. They have not begun to fill the Monorail Review Panel Coordinator position, but it is ready to post as soon as the City gets word on the project moving forward and factoring in that it will take about three to four months to hire and get new person on board.

Overview of Station and Corridor Specific Guidelines

Based on the system-wide plans which are currently in draft form, there are five reasons why station and corridor guidelines were carried to location specific guidelines. The further specifications

1. underscore important design considerations for a specific site or situation

2. provide more detail to general directions
3. address requirements stated in the transit way agreement
4. incorporate direction from the Monorail Review Panel
5. provide direction for integrating existing neighborhood plans

Compiling a final end product, a manual that incorporates all of the system-wide guidelines, station area, and corridor and guide way specific guidelines.

Mayors Report

The preparation of a mayors report of the station area and corridor planning is the final product of the city's urban planning effort which has been a four phase effort including background information collection, issues and opportunities analysis, development of concept plans and then finally the final recommendations for the Mayors report.

The manual describes and lists all of the recommendations for three categories: access, land use and public realm. The access recommendations focus on providing feasible and easy access to stations for pedestrians, bikes and drop offs, and addresses safety, lighting, and way finding issues. It also focuses on coordinating with Metro so buses stop at future stations for convenient connections. The land use recommendations suggest zoning studies to be done particularly in the Ballard/Interbay and West Seattle sub areas; it does not suggest rezoning, just existing zoning studies. The land use recommendations also designate pedestrian overlay districts around the stations areas. The public realm recommendations focus on the corridor concept plans along key corridors along the monorail alignment, and will make their way into the right of way manual incorporated into the master plans for specific streets. The public realm recommendations also includes urban design concepts that suggest actions that could take place in the station areas that would make the monorail work well as a transit facility. This area of recommendation implementation is the most up in the air because it doesn't have earmarked funding sources yet.

The recommendations are organized by three sub areas Ballard/Interbay, Center City, and West Seattle. In each sub area, each station receives its own treatment and recommendations, based on the three categories, and will include a summary of the public meeting presentations and feedback. The responsibility of who should carry out the recommendations will also be noted.

They are currently briefing the mayor's growth management sub cabinet to get final direction for the report and to see if there will be council briefings and if not what will be done to receive final approval. They are presenting an implementation matrix which demonstrates the city department that will be responsible for the recommendations most of which fall under department of planning and development and department of transportation.

The plan is to finish the report by the end of April. As the final phase comes to a close, the staff will be winding down. The website will be important for communication during the project interim.

Commissioner Questions and Comments

- Comments that delay in the process allowed the City to do a good job laying out as much preliminary planning and scope specifications as possible. We have a good receptacle for a monorail plan if and when it shows up
- Asks why urban design guidelines were not more prescriptive
 - They are guidelines, not codes. Also, the project is constantly evolving, the

guidelines are based on the request for proposal from 6 months ago and they have most likely already changed. There is the need to keep them generic enough that they remain relevant and can be broadly implemented.

- Asks if and when they will be adopted
 - Yes, they will be adopted by the Council during 2nd quarter this year
- Asks what it means to be adopted
 - The official language in the code states to develop design guidelines to be used during the permitting process. Applicants are required to demonstrate compliance with the guidelines; there is still a lot of negotiation and discussion that will surround the applications.
- Asks if they will be internal discussions between city staff and the applicant
 - When the project originally comes in, a certain criteria will have to be met in order to warrant a public hearing; it isn't different from how the process works in any project development
- Expresses concern that members of the staff will not be returning to the project, believing that the value of institutional knowledge can not be underrated
- Believes that monorail or no monorail, the station area and corridor planning work done by the city will be useful
- Comments that this is an awkward phase in the project, until the contract is signed it is unclear as to how to move forward
- Appreciates approach of outlining the purpose of planning and key principles
- Thanks the proponents for their fine efforts and believes that the monorail has been a driving force for a great urban planning effort

17 Mar 2005 Project: Right of Way Improvements Manual

Phase: Briefing

Previous Reviews: 1 August 2002 (Briefing)

Presenters: Barbara Gray Seattle Department of Transportation
Joseph King, Seattle Department of Transportation
Lyle Bicknell, Department of Planning and Development

Attendees: None

Time: 1 hour (SDC Ref. # 221 DC00229)

Summary: The Commission commends the City Team for its work over the last several years on the new Right of Way Improvement Manual and

- **acknowledges that part of this work has brought forward some design and transportation policy conflicts that will need to be clarified in the draft text**
- **approves proponents approach of updating the manual on the web to allow it the broadest possible reach**
- **believes the effort will be well received by all users of the manual**

Seattle Department of Transportation has been working on this comprehensive update for the last three years with an interdepartmental staff team and a stake holders advisory group. The Commission was last briefed on this ambitious effort in August 2002. Proponents presented a quick overview of the contents and the efforts that have been made to make it more user-friendly.

Proponent Presentation

The Right of Way Improvements Manual project includes updating the information from the Seattle Street Improvement Manual and taking a broader look at design criteria. The audience of the manual was defined as people who are seeking information about getting a permit to do work in the right of way.

The Seattle Street Improvement Manual, adopted by joint director's rule, is an interpreted document for the land use code on frontage improvements in the right of way. It was done in 1991 and is very challenging to use. The manual's goal was to offer a resource for an applicant that was a bit more straight forward than the land use codes. The manual includes design requirements for the right of way in the form of design criteria which provides instruction on how to build; it does not change standard plans or specifications as what to build. It offers information about general practices in regards to getting permits.

However, it is missing a number of items that make it user-friendly for the applicant. The proponents performed an analysis of street improvement manuals throughout the country for direction. During the same time, street use in SDOT was going through major organizational change, and focusing on a new way of doing business, called the Right of Way Management Initiative, which is the broader program that the Right of Way Improvements Manual now fits into.

Proponents aimed for the Right of Way Improvements Manual to be a one-stop shop for people wanting to do a project in the right of way, providing all of the information one needs to complete the process. The manual is located on a website that is a shell that has some information that is unique but mainly pulls information from other resources and provides links. By linking to the sources of the information the manual will continue to be updated.

There is a demonstration of the website currently on the InWeb and a test development center. Proponents plan to continue the manual as a test site through the final launch set for September, if not through the end of the year

Commissioner Comments and Questions

- Asks if it will be issued in paper
 - No, but it can be printed off line
- Asks how they are incorporating sustainable design
 - It was one of the issue papers. Have encouraged public utilities to create some standard plans and specifications for permeable pavement, and will be summarized in the chapter on natural drainage systems
- Asks to what degree do we allow private development go out into the right of way
 - Beyond the scope of this project, but it is something worth discussing further
- Asks about the schedule for completion
 - It will be approved September 30, 2005
- recognizes the goal of right of way improvement manual is to create one stop shopping for designers, contractors to use, and that it incorporates additional elements that weren't available in the old manual that address will make for superior design in the public realm
- recognizes that a part of the work on this has brought forward policy conflicts
- encourages proponents to work in the next few months on fleshing out the content which includes working with external stakeholders
- expresses interest in being involved in codifying the process that defines exceptions, and use
- recognizes that this will also address the specifics for high capacity transit in the right of way
- encourages proponents to come back and talk about public vs. private right of ways and their implications

17 Mar 2005 Project: Fremont Bridge Approaches and Maintenance Shop

Phase: Approaches, Construction Documents

Maintenance Shop, Schematic Design

Previous Reviews: 20 May 2004 (Concept/Schematic Design);
18 September 2003 (Preliminary Design)

Presenters: Lorelei Mesic, Seattle Department of Transportation
Donald King, DKA Architects
Einer Handeland, Parsons Brinckerhoff

Attendees: Chet Wing, DKA Architects
Kimberly Baker, Office of Arts and Cultural Affairs

Time: 1 hour (SDC Ref. # 169 DC00316)

Action: The Commission thanks proponents for their presentation on improvements to the bridge approaches and the maintenance shed and

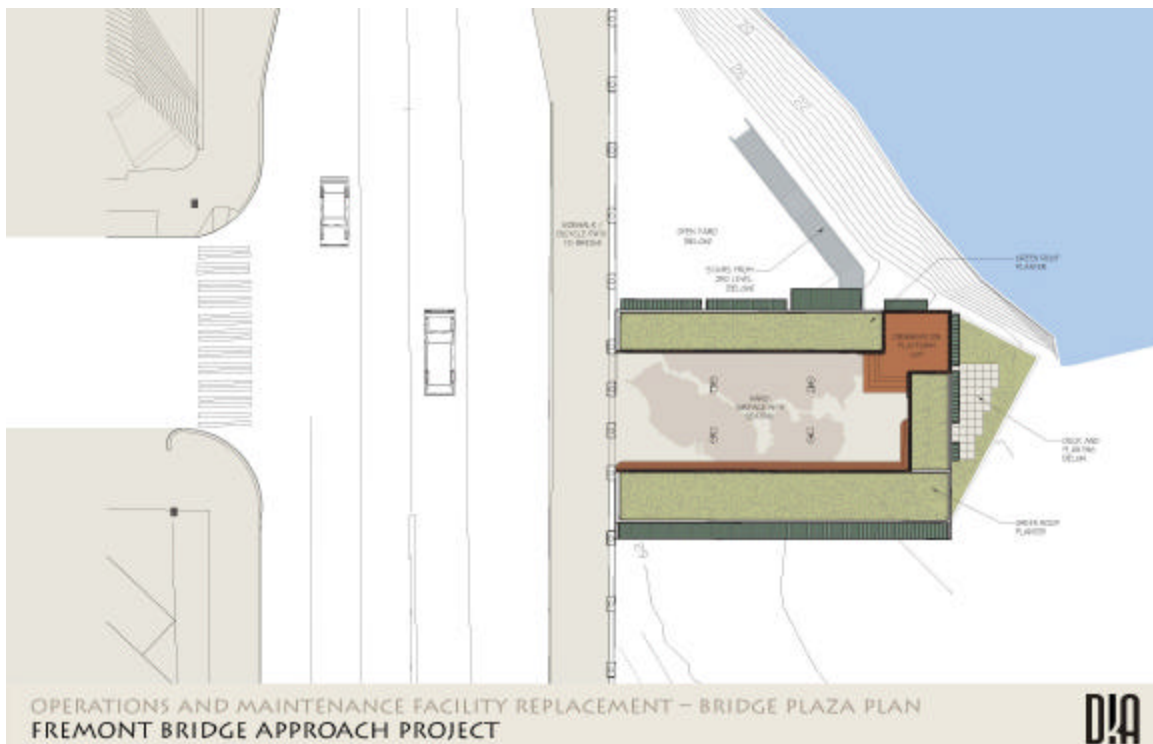
- **appreciates the concern the designs show for the historic retro character of the bridge and the surrounding context**
- **believes that the observation platform above the maintenance shop feels a little awkward and encourages proponents to look again at its relationship to the plaza and maybe incorporate seating requests that proponents present images of the landscape screening, edge treatment and roof design at their next presentation**
- **encourages proponents to consider simplifying components of the design**
- **had split opinions as to the contextual-appropriateness of the design and will look at it again during the next presentation**
- **applauds the public amenity offered by the rooftop design**
- **recommends approval of the construction documents for the bridge approaches, all favor**
- **recommends approval of the schematic design of the maintenance and operation facility by a vote of 6 to 2 in favor**

The presentation covers two of a three component project, the bridge approaches and the maintenance shop. The bridge approaches are in construction document stage and is pretty much complete, the Commission saw it in May 2004 and approved of it at that time. The Commission also saw a presentation on the maintenance shop which was in early concept design; it has progressed only a little bit since that time. During the last presentation the Commission made the following recommendations: a suggestion that the railings and pilasters be industrial looking to reflect the character of the area, the bike path location, incorporating green design into the maintenance shop, the possibility of putting a plaza on top of the maintenance shop and making it a pedestrian area.

The approaches extend from 34th Avenue to the bridge on the north and Nickerson to the bridge on the south. Construction is scheduled to begin at the end of June, the first nine months will involve construction on the substructure of the bridge and should not affect traffic flow, the second nine months of construction will be the construction of two lanes at a time. The

proponents held a series of community meetings; they have and will continue to send newsletters to community members to update them on the progress.

The proposed maintenance shop will be 9000 square feet. This \$5.4 million dollar project will not begin until after the bridge approaches have been completed. The proponents aim to incorporate LEED design elements into the building and want it to compliment the bridge approach using a bridge-like language in the design incorporating elements that have a spanning and exoskeleton feel. The roof will be constructed half as a green roof and half as a hard flat surface to serve as a public plaza. The lighting on the plaza will be similar to the lighting on the bridge. Benches will provide spaces for visitors to sit and rest. For an art and historic element, the proponents propose a map inlaid in the plaza surface that celebrates the history of the city and its waterways. An overlook point extends out towards the water from the plaza providing views of Lake Union.



Commissioner Questions and Comments

- Asks if proponents considered switching the roof's green space and hard space, to provide a feeling of circulation around a planter and emphasizing views
 - For safety reasons, they wanted to pull visitors back from the edge of the roof
- Asks if there is a reason why the green roof is above the roadway rather than even with it
 - It was done to increase soil depth and allows more light to penetrate the ground level.
- Asks how or if the Burk Gilman Trail will be affected by the proposed design
 - It will not be affected
- Verifies that the building has stairs from the building into the lawn and asks if there is stairway access to the plaza
 - Yes, and there is access from the building up to the plaza on the east side

- Asks about the design of the stairway, why it doesn't bend back, expressing that the current design protrudes far into the site and is somewhat awkward
 - It provides room for storage underneath the stair well, the design will be readdressed once examined from the water
- Suggests that the observation platform above the maintenance shop feels a little awkward and encourages proponents to look again at its relationship to the plaza
- Asks for next time that the proponents provide an elevation of the waters edge looking from the water side
- Suggests that proponents push the green roof element perhaps removing some of the plaza, as the overlook will be the most popular spot
- Doesn't believe that the building addresses the bridge or the water particularly well, thinks it seems clumsy, and doesn't believe people will understand the exoskeleton reference
- Suggests that the shop should either function well as a maintenance facility or be attractive and interpretational, believes that current design awkwardly combines the two, suggests strengthening and sticking with one
- Encourages proponents to explore ways to simplify the design
- Supports the aesthetics of the shop
- Appreciates providing the opportunity for an overlook

17 Mar 2005 Project: Delridge Parks

Phase: Design Development

Previous Reviews: 6 January 2005 (Schematic Design)

Presenters: Andy Scheffer, Seattle Parks and Recreation
Andy Fox, Cascade Design Collaborative
Jennifer Mundee, Cascade Design Collaborative

Attendees: Mike Little, Greg Davis Park

Time: 1 hour (SDC Ref. # 169 DC00344)

Action: The Commission thanks proponents for returning to present Delridge Parks in design development

- **thanks the proponents for bringing a site plan and pictures of existing conditions, as requested previously, but would have appreciated a site plan of the larger area that showed the broader context including Greg Davis Park and the golf course**
- **commends the general design and program simplification and clarification that have occurred since the last presentation, clear progress has been made**
- **expresses concern about the complexity of the landscape materials palette, feeling it may be difficult to maintain**
- **questions the logic of and have safety concerns with the diagonal crossing between the entry plazas for Brandon Mini Park and Greg Davis Park**
- **continues to express strong concern about the labyrinth, asking that proponents consider not using it all together**
- **encourages proponents to consider strengthening the pedestrian experience along the alley through the park**
- **recommends approval of design development, 7 in favor and 1 abstain**

Since the last presentation on January 06, 2004 proponents have taken the Commission's comments into consideration and made edits to the design. It is currently in concept design and scheduled for construction in 2006. The design combines three Delridge neighborhood park site: Puget Boulevard Commons, Brandon Mini-Park and Greg Davis Park which are separately funded by the Pro Parks Levy with budgets of Puget Boulevard Common: \$679,296, Brandon Mini Park \$564,697 and Greg Davis Park \$73,293. Proponents are working with community to decide on one name for the park and discussed it at the last community meeting.

During the last presentation the Commission made the following recommendations, encouraging proponents to

1. embrace cultural diversity
2. integrate and simplify program elements
3. create better connections to Greg Davis Park and the neighborhood
4. sharpen definition of the park's edges
5. expand on sustainable elements and
6. review safety for kids at play areas and CPTED issues at the South End of the park

1. embrace cultural diversity

Proponents propose placing language panels along the arc as a reference to the ethnic demographics of the neighborhood

2. integrate and simplify program elements

Proponents simplified the number of program activities and proposed 5 program areas. They reduced and focused the number of play elements into one cohesive playground/picnic plaza and used the “Arc” form as an organizing element for all of the program activities.

3. create better connections to Greg Davis Park and the neighborhood

Proponents returned to a simple sidewalk design on 26th Ave to unify the avenue, and tied park walks and other sidewalks to existing and or future crosswalk elements. In an effort to respond to Greg Davis Park, proponents proposed a plaza on the opposite side of 26th. They focused the pedestrian crossing at Brandon and 26th a mid-block crossing between the two plazas and at another mid-block crossing on 25th. The proponents also improved the parking plan for the church.

4. sharpen definition of the park’s edges

Proponents propose straightening and aligning Puget Boulevard and define the edges with street trees, swales and a sidewalk.

5. expand on sustainable elements

Proponents expanded the water/rain garden area at the Puget Blvd. and 26th Ave intersection and along Puget Blvd. Porous pavement also exists at the Delridge Entry Plaza, and it is ADA accessible.

6. review safety for kids at play areas and CPTED issues at the South End of the park

Proponents pulled the play areas away from the street edges and consolidated them in the NW residential corner of the site. They added berms at the edge of the open grass play area to stop kids and balls from rolling into street. They also hope to reduce high-speed cars by adding driveway aprons to get up to Puget Blvd.



Delridge Park Design Concept

Commissioner Questions and Comments

- Thanks the proponents for bringing a site plan and pictures of existing conditions, as requested previously, but would have appreciated a site plan of the larger area that showed the broader context including Greg Davis Park and the golf course
- Reiterates the desire to see a better representation of the relationship between the proposed design and Greg Davis Park
- Asks about hammerheads at alley dead ends
 - In order to terminate the alleys they are required for emergency vehicles
- Commends the general design and program simplification and clarification that have occurred since the last presentation
- Asks for clarification on the rain garden area and its purpose
 - It detains storm water conveyance from Puget Boulevard
- Asks what type of public comment proponents have received
 - They loved it with the exception of the basketball court, and debated over its location: more appropriate out on the street and visible and separate from the playground or more appropriate in playground. Other feedback included: consider keep ways to keep vehicles off of lawn areas (design aims to clearly demarcate the street from the park), coordinate P Patch construction time with park construction time, review trashcan design to keep out raccoons, add recycle bins, add a series of gateway columns that are used along Legacy Trail and Legacy Trail signs to encourage people down to the trail, include picnic shelters, playgrounds, climbing rocks, prefer steel modern design over traditional plastic playground, make sure no hidden areas, make PPatch shed visible from the street to deter vandalism, include compost, bulk-delivery areas, and make sure that Pro Parks money allocated for Greg Davis is spent on Greg Davis
- Expresses concern about the complexity of the landscape materials palette, feeling it may be difficult to maintain
- Asks why decision to stagger plazas between two parks, what was design intent
 - It was an effort to provide visual/physical connection to Greg Davis Park and Longfellow Trail entry
- questions the logic of and have safety concerns with the diagonal crossing between the entry plazas for Brandon Mini Park and Greg Davis Park
- questions the logic and has safety concerns of southern terminus of pathway in alley way
- suggests moving PPatch shed to the east to allow spatial passage through the park
 - PPatch wants it on access so that people don't walk straight through
- asks for clarification of labyrinth plaza area, the configuration seems a little busy
 - The labyrinth began as a proposal from the King County Substance Abuse Advisory Board to make a recovery labyrinth, through the process they are still involved and willing to fund; proponents have left it there, as a placeholder, if funds are available. See it more as an element that children would enjoy. The entry feature relates to the orchard, the pathway is defined by the existing vegetation, creates some adventure at this entry, will allow canopy but also allow clear site lines below
- continues to express strong concern about the labyrinth, asking that proponents consider not using it all together, and expresses that removing the maze would strengthen design
- asks if there is a curb and gutter around the park
 - 26th will have curb and curb cuts, Puget Boulevard will remain as gravel
- expresses safety concerns with alley between 26th and 25th
 - Trees will be pruned up, to allow middle plane to remain open allowing visual access

17 Mar 2005 Project: Capelouto Mixed Use Project

Phase: Vacation Briefing

Previous Reviews: None

Presenters: Leon Capelouto, Capelouto Development
Jeff Schramm, Traffic Engineering Northwest
David Hewitt, Hewitt Architects
Kevin Ryden, Hewitt Architects
George Gibbs, Hewitt Architects
Jack McCullough, MHFKS
Beverly Barnett, Seattle Department of Transportation

Attendees:

Time: 1 hour (SDC Ref. # 170 00354)

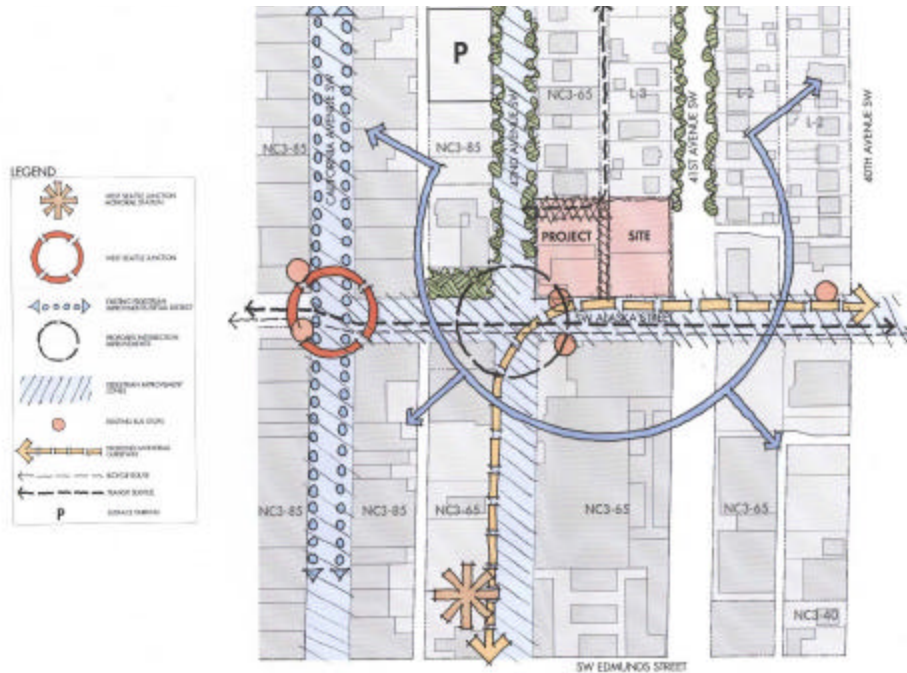
Action: The Commission thanks proponents for their presentation of the Capelouto Mixed Use Project Alley Vacation proposal and

- **thanks proponents for providing graphics that clearly demonstrate design intentions and the proponents' need for the vacation**
- **encourages proponents to further develop a flexible design for the street facing the Monorail even though it is unclear at this time how the streetscape will be affected by the Monorail**
- **believes that the alley vacation is justified based on the urban design impact analysis**
- **encourages some fine tuning of the public benefits package**
- **recommends approval of the alley vacation**

The first presentation in front of the Commission, the proponents are requesting a recommendation for a partial alley vacation. The site is located across the street from another mixed-use development with an approved a vacation. The site is also located very close to the West Seattle Junction monorail station

The project site is currently bisected by a 16' wide unimproved alley parallel to 41st and 42nd Avenue SW. The site is zoned for commercial use on both sides of the alley. The alley drops approx 20' from the north to the south end and does not continue across SW Alaska St. The proposed vacation makes the proposed project feasible by increasing the developable area of the site by 3006 square feet. It will allow for shared utilities, minimize the number of vehicular access points from the site, provide more parking area for proposed retail use, increase the range of design alternatives for residential levels, and increase street frontage in the commercial-use area.

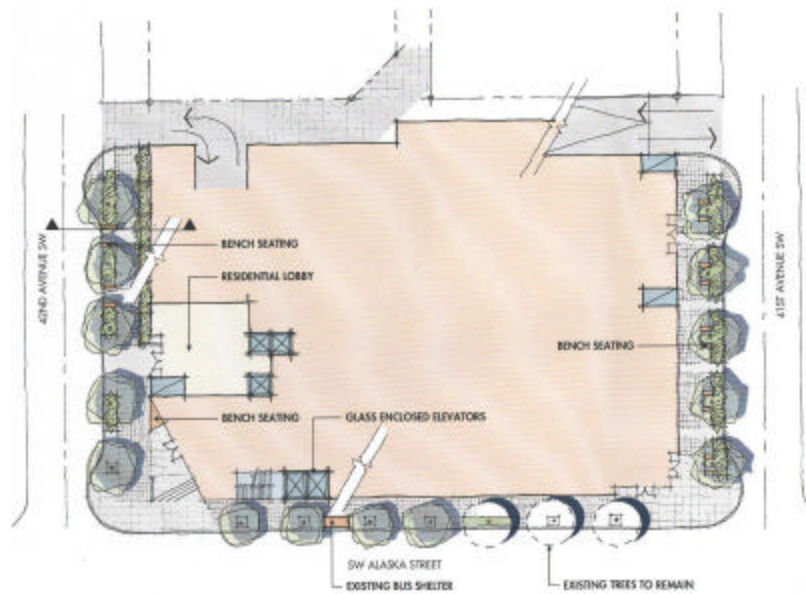
Capelouto Mixed Use Project Alley Vacation - Neighborhood Diagram



Urban Design

The proposed design will advance the specific goals outlined in the City’s Comprehensive Plan and in the West Seattle Junction Hub Urban Village Plan and will provide other amenities that will attract pedestrian-traffic, businesses and new residents to the area. The composition of the building will provide a large grocery store entered off of northwest corner of 42nd Avenue SW and SW Alaska Street at grade and smaller retail shops entered from the east off of 41st Avenue SW at grade, and parking garage entrance on grade from the alley.

Capelouto Mixed Use Project Alley Vacation - Building Concept



Public Benefits

The project will

- provide an access easement from the alley to 42nd Avenue SW which is currently a dead end alley
- provide 165 rental units in lieu of condominiums, the Junction area lacks affordable, diverse attractive apartment units
- develop retail suitable for grocery store tenant and smaller retail tenants creating jobs and stimulating the development of new diverse businesses The Junction Urban Village Plan notes a “perception that there is an increasingly narrow mix of retail goods and services, and that merchants are not providing what the community is looking for.” The area lacks a grocery store
- provide surface improvements, landscaping, street furnishings such as public seating and waste receptacles and a 500 square foot open space at the southwest corner of the site accessible from grade will serve as a retail and pedestrian plaza
- provide three Flexcar parking spaces
- provide redevelopment of current substandard retail and warehouse structures and surface parking that “deadens” the streetscape and detracts from the pedestrian environment

The project would anchor the eastern extremity of the “West Seattle Junction” and serve as a catalyst for the redevelopment of other properties in the area.

Public Comments

Beverly Barnett, Seattle Department of Transportation (SDOT)

SDOT very rarely gets partial alley vacation requests where there are multiple property owners and L-shaped alleys proposed. It does pose some engineering questions about turning radius and impact on the street. SDOT is addressing these technical questions. SDOT thinks that it is sensible and has received letters of support from businesses and community members.

Commissioner Questions and Comments

- Asks why proposing an easement rather than a dedication, for parking underneath
 - Would like to do an easement in order to use the area beneath it or preserve the option to do so, it is something that needs to be discussed with SDOT; proponents do own the property
- Asks how proponents can guarantee the space to allow turning radius for alley way easement
 - The proponents have talked to the owners of the building and to most of the owners on the block and none disagree with the alley vacation and applaud the easement to allow garbage trucks to pull through rather than have to turn around
- Comments that the public amenities suggested along 42nd go beyond what is required and what would normally be done
- Suggests that the drawing should demonstrate how it supports the monorail plan would demonstrate the further public benefit
- Approves of the generous width of the sidewalks
- Asks if there is parking on 41st and 42nd
 - Yes, and providing bulbs at corners
- Asks about the height of building above the public space
 - 17 feet plus the first level of the parking garage

- Asks if there is weather protection on either side of the street
 - Proposing weather protection on 41st because it is level grade
- Asks where monorail alignment is along this corridor
 - It is on the north side of the street and will run right in front of the building, not sure how far off of the buildings, there is a 15' envelope required in the downtown area
- Comments that just because it is not defined yet, encourages the proponents to take into account the monorail's impact on the design
- Believes that the urban design arguments are overwhelmingly in favor of proposal
- Believes that the public benefit package is not quite fully developed
- Commends presentation and graphics, they provided all the required information
- Asks if Flexcar spots are required
 - No, it is considered a public benefit
- Comments about the transparency along SW Alaska, the proponents picture shows much more glazing than a grocery store would typically do, asks if it is an accurate representation of what will be built; believes that it is an urban benefit
 - Proponents are working on three other grocery store projects with the same company and they approve of the design as it has created an identity for them
- Asks if easement is considered a public benefit by SDOT
 - Sees it more as an effort of traffic mitigation rather than a public benefit
- Asks what zoning is on the east side of the proposed project
 - L2
- Asks if the monorail station area planning guidelines recommend up-zoning for the area
 - yes