



**Seattle
Design
Commission**

**APPROVED
MINUTES OF THE MEETING
18 April 2002**

Gregory J. Nickels,
Mayor

Donald Royse
Chair

Tom Bykonen

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

High Point Master Plan
High Point Library
Metro Atlantic Central Base Expansion
Fred Hutchison Cancer Research Center
Street Vacation Follow-Up

Convened: 8:30am

Commissioners Present

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

Adjourned: 3:30pm

Staff Present

John Rahaim
Brad Gassman
Sally MacGregor



Department of Design,
Construction & Land Use

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18 Apr 2002 Project: **High Point Master Plan**

Phase: Update

Previous Review: 15 November 2001 (Initial Briefing)

Presenters: Ray Hoffman, Seattle Public Utilities (SPU)
Miranda Maupin, Seattle Public Utilities (SPU)
Tom Phillips, Seattle Housing Authority (SHA)
Brian Sullivan, MithunAttendees: Beverly Barnett, Seattle Transportation
Lyle Bicknell, CityDesign
Alex Harris, Seattle Public Library
Michael Jenkins, Department of Design, Construction, and Land Use (DCLU)
Bill Kreager, Mithun
Peter Marshall, Department of Parks and Recreation

Time: 2 hours (SDC Ref. # 170 | DC00253)

Action: The Commission appreciates the update on this third major Seattle Housing Authority (SHA) redevelopment project and would like to make the following comments and recommendations.

- **The Design Commission appreciates the comprehensive nature of analysis that has been completed to date;**
- **commends the proponents and SPU for the intelligent analysis and design of the drainage system and its impacts on physical parameters, such as street design;**
- **applauds the working agreements that SHA, SPU and Seattle Transportation are creating in order to implement this proposal;**
- **recommends that 34th Avenue Southwest be mapped as a public right-of-way through the project, between Southwest Raymond and Graham Streets;**
- **suggests that the new Park Street Southwest be continued and mapped as a public right-of-way through the proposed park between 31st Avenue and 32nd Place Southwest;**
- **encourages the proponents to minimize the amount of paved surfaces and use permeable materials wherever possible; recommends that proponents use driveways for double access;**
- **encourages the proponents to explore mixed-use opportunities in the senior housing buildings;**
- **suggests further refinement of the proposed circulation improvements including enhanced pedestrian crossings along Sylvan Way;**
- **recommends that a traffic signal be located at Morgan Street Southwest and 32nd Place Southwest; and**
- **recommends approval of the schematic Master Plan.**

High Point, in West Seattle on 35th Avenue Southwest, is the third major Seattle Housing Authority (SHA) redevelopment project in Seattle. This is a 120-acre planned community, and the proposal includes demolition for the existing 716 dwelling units and construction of a total of 1600 new dwelling units. The project team updated the Commission on the current status of the master plan. A joint review board, with members of the West Seattle Design Review Board and the Seattle Design Commission,

continues to review this project. SHA is in the process of purchasing a repair shop on the northeast corner of 35th Avenue Southwest and Southwest Graham Street to improve the circulation on the mixed-use block which may include a grocery store. There are some lingering concerns. This project is federally funded, and there are no City funds for art. However, SHA would like to explore other options to fund an art component for the redevelopment, without using dedicated resources.

SHA is excited about many exciting opportunities afforded by this project, as the 120 acres will become a clean slate, and an opportunity to rethink the configuration and placement of utilities in the area. Seattle Public Utilities (SPU) is working with the project design team to address the surface water runoff through a sustainable design that mimics nature. The High Point Development sub-basin represents one-tenth of the Longfellow Creek basin. These innovative drainage solutions may be used in the future to guide standard SPU drainage design. This system will be analyzed not only to review the efficiency of this system, compared to a traditional drainage ditch, but the consequences of this type of system will be analyzed as well.

SPU's work on this natural drainage strategy will be completed in two phases, determining the feasibility of the system, and then the design of the technological and system components. Previously, the High Point City Team sponsors reviewed the preliminary strategy for the High Point redevelopment that included recommended street width hierarchy, potential porous pavement installation locations, and a surface drainage proposal for the entire site. The sponsors approved these elements of the natural drainage strategy:

Roadway and right-of-way width hierarchy

- Interior residential: 25' street/ 56' r-o-w. The City team approved 25' wide roads with parking on both sides. This parking approval is a deviation from standard, but is critical in accommodating the multiple goals of the project on this site.
- Selected residential: 28' street/ 56' r-o-w (with additional study requested for street adjacent to proposed community center to address additional traffic, parking, and pedestrian issues)
- Perimeter streets: 32' street/ 60' r-o-w (Sylvan Way to be determined)

Potential Porous Pavement installations

Porous pavement is allowed for the following applications

- all sidewalks
- all alleys
- 1-3 blocks of street (curb to curb)

Natural system drainage

The following range of natural system options will be allowed for application throughout the site as indicated on the conceptual site plan:

- Shallow planting strip (typical grass lawn, 6-9" in depth, little ponding)
This option assumes a cross slope rather than crowded roadway with surface drainage on one side of the street
- Bio-retention (landscaped, 18" depth, ponding during 2-yr.)
- Conveyance only (grass, depth varies, no ponding)

The site design and topography also responds to these natural systems drainage goals. The runoff from each block will be directed along the street edge to a catchment facility, rather than a channel, which is typical. Gravel storage for drainage may also be located underneath the pocket parks throughout the site. There may be some challenges with the marketability of the natural drainage strategy. Typically, the planting strip along the right-of-way is a play space for children, and there cannot be tripping hazards for the children. SPU is working with the SHA design team to address the marketability issues, so the

planting strips function like a S.E.A. Street, but look and act like a typically historic planting strip.

The joint Design Review/ Design Commission team has reviewed the High Point Master Plan at different stages. The design team and the review team discussed the street layout and the street connections to the context. The plans presented today have responded to the comments, concerns, and design guidelines of these previous meetings. This project is atypical, as the Design Review Board does not review master plans for large developments. This joint design review team worked to establish the design guidelines of the project and the appropriate street layout. The team continues to work on the design guidelines for the open spaces and natural features throughout the development, the distribution of amenities, street hierarchy, location of uses along the street, and zoning changes. The library and health clinic, at the northwest corner of the redevelopment site, will be reviewed separately.

The design team explained the master plan, which describes how the site is organized as a whole, the street layout and water drainage, the open space opportunities, the housing types and locations, and the proposed zoning changes. The design team hopes to retain as many of the existing trees as possible.

Goals of the High Point Redevelopment Project

- Assure the short and long term well being of High Point residents with new opportunities for quality housing and self-sufficiency
- Reintegrate the High Point community into greater west Seattle
- Develop a mixed-income community enhanced by public amenities such as new trails, a new public library, grocery store, clinic, and more
- Build quality housing, safe streets, and environmentally sustainable infrastructure

There is a steep greenbelt to the southeast of the site, which creates a natural edge to the site. The community park and elementary school are to the southwest of the site. Sylvan Way is an arterial that goes through the middle of the site. Single family residential areas are to the north and the west of the site.

The design team presented the community planning goals, which suggest an opportunity to improve West Seattle, and the master plan responds to these goals. The job training services, library, health and dental clinic, and community facilities will all be located in the northwest corner of the site. These facilities would be located at 35th Avenue Southwest and Southwest Raymond Street, and are located at this edge to link High Point to the surrounding West Seattle community. The community heart, providing an identity to the High Point site, will be located at the intersection of 31st Avenue Southwest and Sylvan Way. The community center and the senior village will be located at this intersection, providing a front door and a sense of place. The new pond and adjacent park, at the northeast edge of the site, will connect with the local park, while the community park for High Point will be centrally located and adjacent to the community center.

The street grid will also change in response to the surrounding West Seattle context. While the street grid will be angled, in response to the existing topography, the streets will reconnect with corresponding streets beyond the High Point master plan site. The north-south streets will not connect at every instance. High Point Drive Southwest will be a major site street that forms an eastern edge to the community. The new streets will align with this street. While some streets will be pedestrian-oriented, the street grid and type will be based on the different housing types. The central east-west street will also continue through the park to provide a connection to the community center. These and other identifying changes will also improve the wayfinding for people moving through the site.

The community park would be adjacent to the community center, and across the street for the senior village. Small pocket parks throughout the High Point site will be located on each block, to provide a small open space for children and other residents surrounding the park. Major views to the north and the

south will be emphasized at all street ends and view parks. This open space system will be connected by trails, and some trails will be flatter, for seniors.

The team explained the proposed housing types and distribution. The buildings would typically be two to three stories. The development would also include four hundred market-rate condominiums. Higher density buildings have been pushed to the edge, to maintain views. The team has proposed some zoning changes that are needed for the housing layout. The zoning for this site would change from L1 to L4. While the development would not be built for this density, L4 would be required for the desired building heights. The zoning would be L2 at the western edges of the development. For sale and rental housing would be mixed throughout the site.

Alleys will provide mid-block access to parking within the block. The entrance to these alleys will be framed with carriage houses and smaller apartment buildings.

Key Commissioner Comments and Concerns

- Recognizes S.E.A. Streets as a precedent for this type of natural drainage strategy, and believes that, over time, the residents along these streets began to take responsibility for the long-term maintenance. Would like to know if the aggregate of non-traditional features would require additional maintenance by the City that would otherwise not be required by environmentally destructive systems. Is excited that SPU is moving in this direction. Recognizes that it may be difficult to implement these ideas in other locations, as this situation is ideal, and there is an opportunity to begin with a clean slate.
 - Proponents stated that there are a number of components of this process and proposal. SPU, through the Memorandum of Agreement, would identify maintenance responsibilities. In terms of the planting strip, from a vegetative management standpoint, it would be similar to other planting strips throughout the city. Further stated that the bio-retention system would be similar to a landscaped edge.
- Would like to know what types of obligations, for the natural drainage strategy, are described in the Memorandum of Agreement.
 - Proponents stated that the commitments would be delineated and would include many things, including liability, operation and maintenance. The Memorandum of Agreement would outline requirements for each City department. After review, this Memorandum of Agreement would be revised, to fill the missing components. Further stated that, initially, there was not concurrence from all departments, especially concerning street widths. SPU would have the most responsibility.
- Would like SHA to explain the system established to help the existing residents with relocation. Would like to know square footage specifics and financing systems.
 - Proponents stated that there is a relocation system in place. SHA tracks all of the existing residents and their housing locations, and an independent study keeps track of the residents for four years. Further stated that residents have a choice whether or not they would like to stay within the High Point development. Residents may also apply for a Section 8 voucher to move to another rental location, but retain the same rent. Further stated that this redevelopment is guided by federal rules. There will be no net loss for rental housing available to residents earning 30% of median income or less. Further stated that there will be a balance of mixed incomes throughout High Point.
- Would like to know why the intersection at Southwest Graham Street and 35th Avenue Southwest is not a traditional perpendicular intersection.

- Proponents stated that this is the historical alignment of the street, and SHA does not own the adjacent properties. Further stated that they would like to restore the alignment of the intersection if that were an option.
- Believes that pedestrian safety should be a priority along Sylvan Way, as many senior citizens and children would be crossing and walking along this street. Believes that the intersection of Sylvan Way and Southwest Morgan Street should be as safe as possible.
- Would like to know why the blocks seem small.
 - Proponents stated that the blocks would be six-hundred feet long, which is the size of a typical block, and are somewhat long. Further stated that this is typical for dense housing as it is more efficient.
- Recognizes that the senior housing village is at the center of the community, and the master plan calls for a very large building, without much pedestrian activity. Would like to know if the path along this central area could become more mixed-use, to encourage pedestrian activity.
 - Proponents stated that SHA hopes to locate senior citizens in a centralized, large building. Further stated that the building plan is flexible, and there could be an opportunity to incorporate different uses, but these changes would need to be approved by SHA. Further stated that Sylvan Way and 31st Avenue Southwest would be a busy intersection, which may not be as safe for children. The senior village is also located in close proximity to neighborhood amenities and public transportation. Further stated that the community strongly supports this organization.
- As a member of the joint review board, recognizes that the revised street grid and connectivity issues have been addressed by the master plan, and these design changes have been in place for some time. Would like to know if the Commission feels that the street grid has been resolved.
- Commends the design team for the resolution and connections created by the street grid. Feels that there should be improved east-west and north-south connections within the supermarket block, bounded by 35th Avenue, Southwest Raymond Street, Southwest Graham Street, and 31st Avenue. Believes that there should be a seamless connection between the housing and the commercial area to the west.
- Believes that 34th Avenue Southwest should be reconnected through the site.
- Commends the team for their level of research. Commends the design team for the integration of the drainage system with the street design. Appreciates the diagrammatic clarity of the system. Recognizes that each team has focused on their particular component, but the teams have all worked well together.
- Recognizes that there are many opportunities for art funding. Believes that money used to implement many of the proposed systems and changes could be used to further the social systems and social connections in this project. Believes that SHA could coordinate with Seattle Public Utilities or Seattle Transportation on this matter.
 - Proponents stated that the City departments have not proposed any funding. Further stated that SHA is paying for all of the road and utility construction. Agreed that there are opportunities to coordinate with systems that will be built anyway.
- Is concerned about the extent and width of the alley paving, and would like to know if shared driveways or other design changes would resolve this problem.
 - Proponents stated that the team would continue to work on this as the design develops.

Further stated that carriage houses would frame the entry to these parking garages, reducing the view of the parking from the street.

18 Apr 2002 Project: **High Point Library**

Phase: Schematic Design Update

Previous Reviews: 6 July 2000 (Schematics), 6 April 2000 (Pre-Design)

Presenter: Brad Miller, Selkirk Miller Hayashi

Attendees: Gilbert Anderson, Seattle Public Library

Alex Harris, Seattle Public Library

Jess Harris, Department of Design, Construction, and Land Use

Time: 1 hour (SDC Ref. # 169 | DC00112)

Action: The Commission thanked the team for the update on the schematic design, recognizing that the library site has changed since the last review. The Commission would like to make the following comments and recommendations.

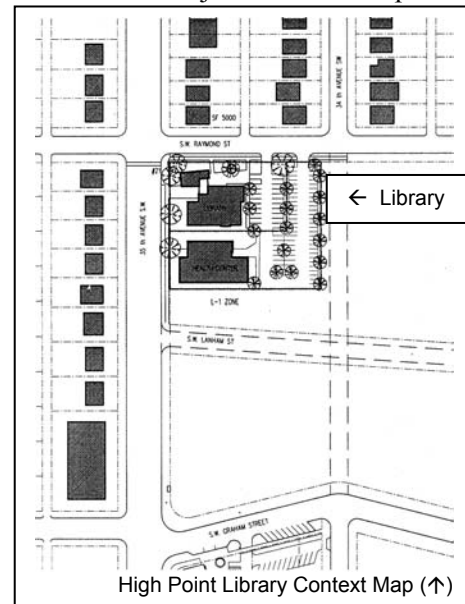
- The Design Commission suggests further improvement of the relationship between the library and its context, including shifting the building slightly in order to maintain the visual axis of the alley to the north;
- encourages the team to explore opportunities to reduce the number of curb cuts along Raymond Street Southwest;
- encourages the design team to examine the relationship between the interior spaces and corresponding exterior spaces;
- urges the design team to develop a hierarchy for the nature of the courtyard spaces, especially those at the library's two entries;
- encourages the team to consider the open space to the south, framed by the library and the health clinic, as a significant opportunity for visual refuge and reflection;
- encourages the team to simplify and clarify the fragmentation and varied massing forms of the building through modification of the roof form;
- urges the team to develop the design of the library's elevations as they relate to the interior uses;
- urges the team to recognize the importance of the library, and the need for distinctive spaces within the library to encourage family literacy in this neighborhood;
- believes that the children's area should be distinct from the adult spaces and provide an inspiring place for children; and
- approves the schematic design.

The High Point Library site has changed since the last review by the Design Commission, in July of 2000. The library will now be two blocks to the north, at the corner of 35th Avenue Southwest and Southwest Raymond Street. The site has changed to better integrate the library with Seattle Housing Authority's (SHA) redevelopment of the High Point Community and serve a greater number of community members; Seattle Public Library (SPL) will purchase this site from SHA. Because the new site has similar orientation, exposure to light, and responds to similar contextual issues, the general schematic design and program layout has not changed significantly since the last review. Contextually, the library is now at an edge condition, with single family housing to the north and a denser, mixed-use area to the south.

Throughout the schematic design process, the design team met with the community three times. The community expressed a need for a library with two front doors, to address the housing to the east and the denser mixed-use areas nearby. Currently, there is a signalized pedestrian crossing at the corner,

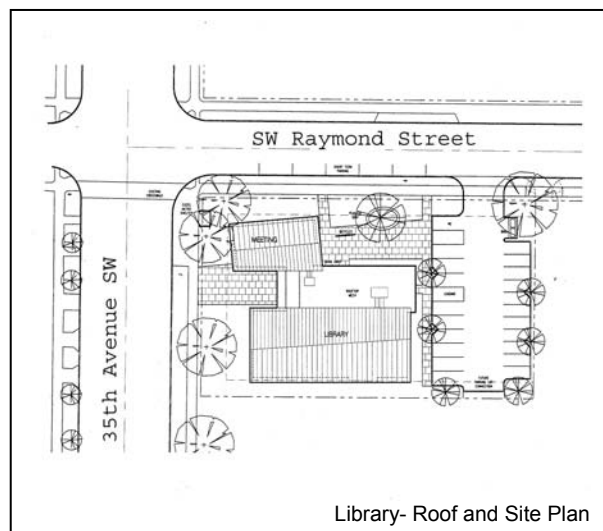
providing important connections to the single family housing; there is also a bus stop and shelter at the corner. The landscape design of the site is driven by the existing trees on the site. The future health clinic will share a parking lot with the library, preventing construction of two adjacent dead-end parking lots. The colonnade of tall cypress trees along 35th Avenue Southwest is a strong landmark feature, and will frame the entrance of the library. The design team has proposed a specimen tree, a Cedar of Lebanon, for the north courtyard, located beyond the shadow of the library, to catch light and break up the courtyard. The site is fairly flat, and the landscape will be relatively low, for security purposes.

The front door of the library is on 35th Avenue Southwest, and this entrance will share the lobby with the entrance to the east. The book drop and bicycle rack will be located near the eastern entrance, while the western entrance and courtyard will be more formal. The eastern courtyard is north-facing. The meeting room would be at the northwest corner of the site, and was previously conceived as a stand-alone building. The meeting room, with a sloped roof, would be tucked in beneath the canopy of the trees at this corner; this meeting room will be available for use after hours. The library service and support areas will be along the middle axis of the building. The children's area will be on the east side of the building, enclosed with a lower roof, while the periodicals will be along the west edge, to provide visual interest along this street. The roof forms will be used to shape the natural light within the building. The public services area opens up to the north light, while the south light is balanced. The roof above the meeting room responds to this gesture, and opens up to the south, allowing south light into the lobby of the meeting room. The western entry and lobby are very transparent from 35th Avenue Southwest. The exterior façade will be structural brick, responding to the proposed adjacent health clinic (which will also be designed by Selkirk Miller Hayashi) and the residential context.



Key Commissioner Comments and Concerns

- Would like to know the reasoning for the random mullion placement on the north elevation of the meeting room. Would like to know if this volume is curved.
 - Proponents stated that this design responds to the lighting needs specific the meeting room, and the vertical, arrhythmic mullions respond to the trees. Further stated that this irregular mullion pattern also takes place on the south side of the meeting room, in order to provide a second exit, and view into the meeting room for the library staff.
- Recognizing that the same architect has



designed the two adjacent buildings on the corner, feels that the buildings should relate to each other. Believes that the two small public buildings on the corner site need a stronger formal presence.

- Proponents stated that this is an interesting point, but the two different clients desired a unique identity. Further stated that the design of these two buildings could either take a campus approach, give an identity to the clients, or take on qualities of the context or existing neighbors. Further stated that these different ideas were addressed in this project, but each of the two buildings would be unique.
- Recognizes that there are four or five different roof levels or planes, and the plan is fragmented as well. Feels that the massing should be simplified and clarified. Believes that the design should be unified in section. Suggests that a constant shed roof angle, represented on the various library volumes, would be appropriate. Believes that the elevation should provide some unity to the design.
 - Proponents stated that they have considered two counter-posed shed roofs.
- Feels that the courtyards are nicely proportioned. Encourages the design team to carefully consider the relationship between the interior and exterior spaces of the site. Encourages the design team to improve the hierarchy of spaces and transition spaces. Urges the design team to carefully consider the expected users of the exterior spaces, and design these spaces accordingly.
- Believes that the open space at the southwest corner of the library should be a visually peaceful place, and recognizes that this is a unique opportunity, as it is adjacent to an open space at the adjacent clinic. Does not feel that this must be an active, programmed open space, but should provide visual relief for library and clinic users.
- Would like to know if the building materials of the library and the clinic would be similar.
 - Proponents stated that they would, and this is why the exterior finish of the library would now be brick.
- Feels that the roof form along the center service area of the library should be more distinctive. Does not believe that this section is integrated with the adjacent building masses.
- Believes that the interior spaces are amorphous. Believes that the children's area should be distinct from the adult spaces and provide an inspiring place for children and family to develop literacy skills. Feels that the design of the interior spaces should express the notion that this is an important community space.
- Recognizing that many people will come to the library by car, believes that the east elevation, facing the parking lot, is as important as the west elevation, which addresses 35th Avenue Southwest. Believes that the design of this elevation should be developed to a stronger architectural level.



- Recognizes that there are two entrances to the parking lot from Southwest Raymond Street. Would like to know if this could be reduced to a single curb cut. Feels that this frequency of curb cuts places a higher priority on the vehicles, rather than the pedestrians. Suggests that the access to the parking could be on 34th Avenue Southwest, to the east of building, and near the proposed Seattle Housing Authority (SHA) development.
 - Proponents stated that 34th Avenue will not be constructed, before the library is completed. The library and the health clinic are separate clients, and the library will need an operational parking lot before any of the adjacent projects are completed.
- Believes that additional knowledge of the adjacent supermarket and parking area would be required before these issues can be coordinated.
- Recognizes that this project will change the face of the intersection at 35th Avenue Southwest and Southwest Raymond Street, and will change the character and experience of the neighborhood, to some extent. Would like to know if the library could be moved to the west, in order to continue the visual presence of the alley, which continues along the blocks to the north. Believes that a slight shift to the west would address these concerns.
 - Proponents stated that the street trees along 35th Avenue Southwest are guiding the west building setback.
- Believes that many of these issues rely on the master plan of the SHA site. Believes that access to the library and the health clinic from a future 34th Avenue Southwest could be required by the SHA master plan.
 - Proponents stated that the two entrances, on the west and the east are some primary reasons for these discussions, and these entrances are based on internal sight lines required by staff. Further stated that there are limited opportunities to shift the building masses.
- Believes that many of these issues will be resolved through design development. Agrees that the two entrances and the combined lobby work well.
- Would like to know if the children's area could be located along the street façade, to improve the visibility of interior activities.
 - Proponent stated that the location of the children's area relates well to the other interior space and program flow.

18 April 2002 Commission Business

- | | | |
|-------------------------|----|---|
| ACTION ITEMS | A. | <u>TIMESHEETS</u> |
| | B. | <u>MINUTES FROM 21 MARCH 2002</u> - APPROVED |
| DISCUSSION ITEMS | C. | <u>OUTSIDE COMMITMENT UPDATES</u> -GASSMAN |
| | D. | <u>VIADUCT AND MONORAIL UPDATES</u> |
| ANNOUNCEMENTS | E. | <u>MONORAIL DEIS PUBLIC HEARING</u> -APRIL 23RD, 5 PM-9PM
FIDALGO ROOM, SEATTLE CENTER |

18 Apr 2002 Project: Metro Atlantic Central Base Expansion

Phase: Street Vacation

Previous Review: 18 October 2001 (Pre-petition Street Vacation)

Presenters: Jerry Ernst, Urban Design Consultant
 Marnie Heffron, Heffron Transportation
 Barb Luecke, King County Arts Program- Public Art Planning
 Dan Nelson, MBT Architecture
 Lori Noto, MBT Architecture
 Tom Whittaker, Waterleaf Architecture

Attendees: Beverly Barnett, Seattle Transportation
 Rachel Ben-Shmuel, Ben-Shmuel and Associates
 Dave Gering, Manufacturing Industrial Council
 Barbara Gray, Strategic Planning Office
 Gerrie Jackson, King County METRO
 Mike Stanaszek, King County METRO

Time: 1.5 hours (SDC Ref. # 170 | DC00250)

Action: The Commission appreciates the presentation and would like to make the following comments and recommendations.

- **The Design Commission appreciates the proponents' response to previous Commission concerns;**
- **applauds the proponents' proposal to implement greatly needed directional signage, improved street name signage, and pedestrian kiosks in this industrial area;**
- **hopes that the design of the Duwamish area directional signage will "push the envelope," and will be appropriate for the truck and automobile drivers' needs;**
- **appreciates the schematic design of the proposed parking garage, and urges the design team to remember the significant city edge of this building;**
- **looks forward to future updates on the City's wayfinding project, and requests design integration and coordination of the proposed pedestrian kiosks on Royal Brougham Way;**
- **commends the proponents for the magnitude of the proposed public benefits; and**
- **approves the proposed street vacation.**

The King County Metro Transit Atlantic/ Central Base is located within the block bounded by Royal Brougham Way, Airport Way South, South Massachusetts Street, and Sixth Avenue South. The Ryerson bus base is located across the E-3 busway. This expansion will allow King County to respond to the demand for more service and provide sufficient bus base capacity; the last expansion took place in 1992. The proponents have filed a petition to vacate a portion of the Atlantic Street cul-de-sac in order to efficiently develop this property. This vacation would allow space for thirteen to eighteen additional buses. The proponents have developed the proposal to respond to the Commission's previous concerns.

The expansion will include many new buildings, including a parking garage, an auxiliary functions building, and a body and paint building. The operations building, repair and facilities maintenance building, and maintenance buildings would be renovated. The expansion would tentatively be completed

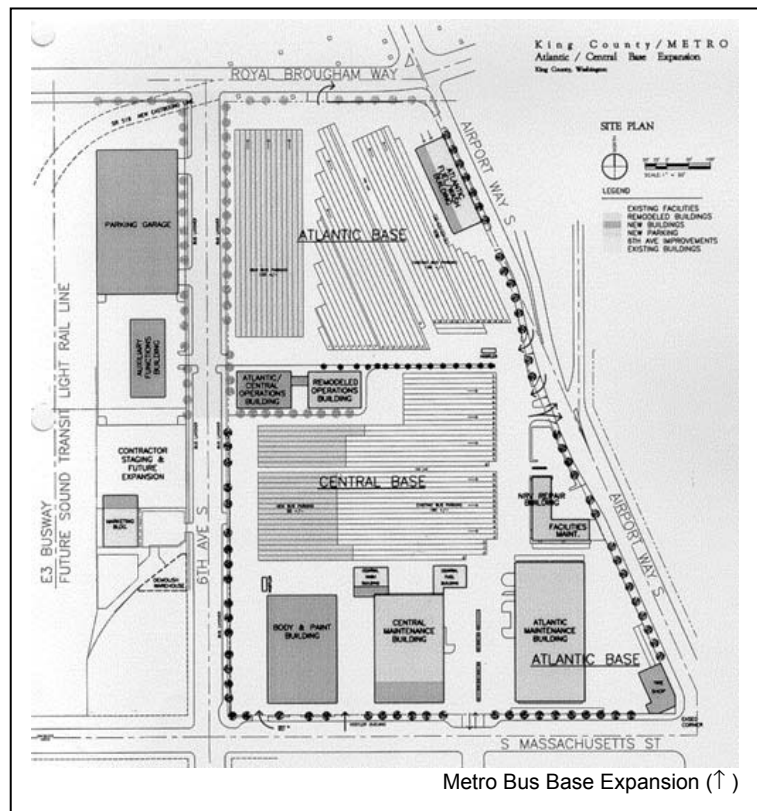
by 2006. METRO described their goals for this expansion. King County has adopted the Green Building Initiative for all of their new facilities. Safety improvements must also be made through this expansion project. Many of the designs for the new buildings on the site are at the conceptual level. The northern half of Sixth Avenue, contained within the project's block, would be improved; the existing parking would be removed, and landscape improvements would be made.

The proposed parking garage, a new building in this expansion, would be a standard five-level, 1000 car parking garage, constructed with pre-cast concrete. There would be one hundred spaces on the ground level for service vehicles, while the remaining spaces would be for King County employees. The vertical circulation of the parking garage would be a clearly identifiable

icon. There would also be a pedestrian bridge constructed to provide safe passage over the E-3 busway and the light rail station. The goals for this project include secure parking, safe connections between the parking garage and other destinations, contextual design, and cost efficiency. Screening devices, possibly perforated or corrugated metal, will be used to break down the scale of the building and provide rain and wind protection. The King County 1% for Art program will be a part of this project. This will be a significant project, in terms of size and scope. The King County Arts Commission has determined that an art plan is needed for this site. An artist who has extensive experience in large-scale transit projects has been chosen. The art plan will define where and what types of art pieces will be located on the site.

The proponents have proposed to implement Tier 2 of the Recommendations from the Duwamish Wayfinding Plan for the required public benefits for the street vacation, which would include signage for motorists and pedestrians. This tier includes large directional signage for truck routes. Improved street signs would also be installed through this project. The Duwamish Wayfinding Plan identifies five locations, such as exits from major freeways, which call for directional signage. These would clearly direct truck drivers and motorists to the Duwamish. Currently, many of the street signs are small, and are located at street corners. The improved signage would be larger, and would be mounted above the streets. The team, working with the Manufacturing Industrial Council, has identified eight major intersections in need of these improvements. Pedestrian kiosks are also proposed as a public benefit.

“As part of its commitment to a public benefit program for the proposed Atlantic Street cul-de-sac vacation, METRO proposes to provide pedestrian-oriented wayfinding kiosks at two locations along Royal Brougham Way. One would be located near the intersection of Royal Brougham Way and Fourth Avenue; the other would be located near the intersection of Royal Brougham Way and Sixth Avenue. The kiosks would be similar in concept to the ones designed as part of the Downtown Seattle Wayfinding Pilot Project, and installed in downtown Seattle in the fall of 1999. These units consist of four porcelain



Metro Bus Base Expansion (↑)

panels mounted on existing street light poles. Each unit includes directional information indicating both direction and distance to various points of interest, a map of downtown Seattle showing districts and destinations, and an old photograph and brief narrative describing a building or place of historic significance in the vicinity.

The proposed kiosk at Sixth Avenue and Royal Brougham Way would be near the Atlantic Central Base, and would contain information describing the significance of the base and its history. The proposed kiosk at Fourth Avenue and Royal Brougham Way would contain both photographic and narrative information describing the history of the Duwamish industrial area and its significance to this region. Both kiosks would have pedestrian-oriented directional information indicating the direction and distance to major destinations in the area. Further analysis will be necessary to determine the exact locations of these two kiosks.”- handout from project proponents

Key Commissioner Comments and Concerns

- Is concerned that the design of the parking garage is nearly complete. Would like to know how the art planning would be incorporated, if the design of the building is complete.
 - Proponents stated that the current design process is very collaborative, and this would continue. Further stated that there are many gaps that have yet to be determined in the design.
- Would like to know if all of the 1% for Art funds would be used on site.
 - Proponents stated that this decision would be made by the King County Arts Commission, and some pieces may be off site.
- Agrees with the location of the pedestrian kiosk at Fourth Avenue and Royal Brougham Way, but encourages the proponents to reconsider the location of the kiosk at Sixth Avenue. Believes that a pedestrian kiosk would be appropriate at Occidental Avenue or First Avenue and Royal Brougham Way.
 - Proponents stated that Phase II of the Downtown Seattle Wayfinding Pilot project would include pedestrian kiosks in south downtown, and may include some of these sites. However, signage within the Duwamish would not be implemented through the City’s wayfinding project.
- Would like the proponents to explain the extent of the public benefits that have been proposed for this vacation.
 - Proponents stated that they have proposed to implement Tier 2 of the Recommendations from the Duwamish Wayfinding Plan developed by Arai/ Jackson Architects and Planners and Transportation Engineering Northwest for the Manufacturing Industrial Council, Duwamish Planning Committee, Seattle Design District, and SODO Business Association. This tier includes directional signage for truck routes, street signs, and pedestrian kiosks. Sixth Avenue, adjacent to the bus base, would be improved and the existing parking spaces would be removed.
- Would like to know if street signs would be appropriate as a public benefit.
 - Proponents stated that they spoke with the Manufacturing Industrial Council, and these changes were considered to provide the most immediate and significant public benefit. Further stated that these changes were also considered very important by the community.

- Feels that the current street signs are ineffective, and commends METRO for this proposal, and the efforts to fund improvements that are needed now. Recognizes that these improvements should be made by the City, but the City is not capable of implementing these improvements at this time. Recognizes that, previously, the Commission encouraged the proponents to explore opportunities for wayfinding improvements. Believes that the proponents have responded to the Commission's requests. Believes that these signage improvements would benefit the public, in addition to the truck drivers.
- Supports these public benefits. Supports the City's current wayfinding project, but feels that a new type or system of wayfinding signage should be explored. Does not believe that people driving through the area would ever stop to read these signs as a way to examine a map of Seattle or historical photos. Believes that the scale of this new type of wayfinding should be very large.
 - Proponents stated that the Mountains to Sound Greenway would come through this area on Royal Brougham Way, and believes that pedestrians and bicyclists would cross this area. Further stated that there may be more pedestrians in this area in the future. Proponents agreed that the wayfinding should be appropriate for the area.
- Believes that some of the directional signage on I-90 is inappropriate and inefficient. When locating directional signage, encourages the proponents to reduce the duplication of existing signs within the area.
 - Proponents agreed and stated that consolidation is part of the scope of this project.
- Recognizes that there are state standards for directional signage. Encourages the proponents to examine opportunities for unique sign designs, such as some international examples. Believes that the design of these signs should push the envelope.
 - Proponents stated that this would only be acceptable if the sign is located on a City street.
- Would like to know if the proponents have considered other public benefits.
- Believes that the proponents have made a strong case for these directional wayfinding and signage improvements in this area, and recognizes that the proponents have included the local community in these discussions. Agrees that these improvements should be made by other agencies, it is unlikely that the improvements would be made soon. Believes the proponents have made a compelling argument for these improvements as public benefits.
- Urges the proponents to reconsider the general approach to pedestrian kiosk signage, and hopes that Phase II of the Wayfinding Project will make significant improvements on the existing wayfinding signage.
- Would like to know if the proponents considered implementation of the Tier 3 Wayfinding Improvements, which include neighborhood identification signage.
 - Proponents stated that METRO is the first group to implement some of the wayfinding improvements, and METRO does not want to make assumptions about the community's desires for neighborhood or district identification. Further stated that the directional signage is greatly needed, and must be implemented as soon as possible.
 - A representative from the Manufacturing Industrial Council stated that informational directional signage for truck routing on major arterials is greatly needed, as many truck drivers unfamiliar with the Seattle area often get lost, trying to transition from major highways to the Duwamish industrial district.
- Would like to know if there is a schedule for the implementation of these improvements. Would like to know if these improvements would definitely be implemented, or if these are proposed as a general idea of possible public benefits.

- Proponents stated that the directional signage and street signs would be implemented under the time frame of the bus base expansion development, while the pedestrian kiosks would be timed to coordinate with the City's wayfinding project.

18 Apr 2002 Project: **Fred Hutchison Cancer Research Center
Ward Street Vacation**

Phase: Street Vacation Follow-Up

Previous Reviews: 2 November 2000 (Street Vacation Briefing)

Presenters: Guy Ott, Fred Hutchison Cancer Research Center
Allyn Stellmacher, Zimmer Gunsul Frasca Partnership

Attendees: Beverly Barnett, Seattle Transportation
Moiria Gray, Seattle Transportation
Dave Neal, Zimmer Gunsul Frasca Partnership
Scott Rusch, Fred Hutchison Cancer Research Center

Time: 1 hour (SDC Ref. # 170 | DC00200)

Action: **The Commission thanked the team for the update on the pedestrian improvements taking shape within this campus. The Commission would like to make the following comments and recommendations.**

- **The Commission notes that the problem of safety at the pedestrian crossing is caused by the decision to set the building back at Eastlake Avenue and into the space of the vacated street, and urges the proponents to respect street patterns;**
- **given the current building design, strongly supports an improved at-grade pedestrian crossing at Aloha Street and Yale Avenue North;**
- **through future development, encourages the proponents to consider traffic slowing devices east of the intersection, to provide a forewarning for motorists;**
- **believes that that pedestrian warning signs would also be appropriate, along the approach to the intersection;**
- **recognizes that some safety improvements are needed, but is concerned that the layout of proposed buildings and the planting strip at the end of the pedestrian mall would actually impede traditional pedestrian desire lines;**
- **encourages the proponents to consider an asymmetrical design at the pedestrian mall and intersection;**
- **encourages the proponents to consider a traffic circle as an appropriate traffic slowing device at this intersection;**
- **encourages the proponents to consider rough textured concrete or masonry as a sustainable material for the crosswalk, rather than stamped concrete; and**
- **supports the proponents' efforts to implement these changes to the right-of-way.**

The Fred Hutchison Cancer Research Center (FHCRC) campus is east of Lake Union, between Fairview Avenue North and Eastlake Avenue, and north of Valley Street. Many changes have been made in the phased development of this centralized campus and implementation of the FHCRC Master Plan. Phase 4 development is nearly complete, and the vacation of Ward Street was a component of this phase. Yale Avenue North and Ward Street have also been vacated through the master planning process. The proponents updated the Commission on completed and proposed public benefits required for the street

vacations made throughout the campus; many pedestrian improvements have been made to provide needed connections throughout the campus. Aloha Street has been realigned, to intersect with Fairview Avenue North. However, through this realignment, the intersection of Aloha Street and Yale Avenue North has been a dangerous crossing for pedestrians, which the proponents hope to amend.

The development of this site offers an opportunity to create a new “front door” access to the campus, providing security and a drop off space. The proponents have made improvements to minimize traffic and maximize the pedestrian experience within the campus. The new entrance drive, Ward Street, will be concrete with a distinctive texture. This entrance will include a median, sidewalks, and landscape improvements. The portion of Yale Avenue that has been vacated will be a pedestrian mall that provides an east west connection and axis through the campus, linking the research facilities and Cancer Care Alliance building.

Aloha Street has been realigned to intersect with Fairview Avenue North; this intersection will be signalized, and will include a pedestrian crosswalk. Landscape improvements and street trees will also be planted along Aloha Street. Pedestrian safety improvements have also been proposed at the intersection of Aloha Street and Yale Avenue North, as pedestrian traffic through the campus is greater than originally anticipated. Aloha Street is two feet narrower than Seattle Transportation’s standards for streets of this size. The team has proposed textured concrete surface at this intersection, similar in color to the sidewalks throughout the site. This change in paving material would help to enhance the pedestrian character in this area.

This intersection, by Seattle Transportation’s vehicular warrant standards, is not eligible for crosswalks or stop signs. Four accidents within a year are required before traffic calming improvements are demanded. Because these improvements will not be required by Seattle Transportation, the proponents would like to make paving improvements to improve pedestrian safety at this intersection.

There have been some complaints that the public benefits and features have been internalized within FHCRC. The wrought iron fence along Fairview Avenue North has been removed and reinstalled within an internal courtyard. The landscape improvements along Fairview Avenue North are accessible from the right-of-way.

Key Commissioner Comments and Concerns

- Recognizes that Seattle Transportation is also trying to implement pedestrian safety improvements throughout the city. Supports the proponents’ efforts to improve safety at this intersection. Recognizing that traffic tends to speed west down the slope of Aloha Street, would like to know if the design team has considered traffic calming devices to the east of the intersection. Believes that the pedestrian environment should be apparent upon entrance to the campus.
 - Proponents stated that there would be curb bulbs, narrowing the intersection.
- Would like to know if a stop sign could be installed at this intersection.
 - Representatives from Seattle Transportation stated that a certain traffic volume is required for a stop sign. Further stated that a certain balance between freely-moving traffic and stopped traffic throughout the transportation system needs to be maintained.
- Believes that traffic calming improvements within the intersection would not be effective enough, as the drivers would already have sped into the intersection before experiencing the paving change. Agrees that there should be traffic calming devices to the east of the intersection.
 - Proponents agreed that these paving changes would not stop drivers. Further stated that the team is also considering a traffic circle or island. Stop signs may also be installed

during construction of proposed campus buildings. This intersection would be reevaluated in two years. Proponents further stated that they are willing to make any changes the City allows, but they cannot force the City to make the desired changes. Further stated that the Seattle Fire Department does not encourage the use of speed bumps.

- Does not believe that the low planted area at the terminus of the pedestrian mall is appropriate. Suggests that a bosque would be an appropriate gesture to slow pedestrians at the entrance to this intersection.
- Encourages the design team to consider rough-textured concrete, rather than stamped, textured concrete, as the stamped pattern would likely deteriorate within two to three years.
- Recognizes that the proposed building to the southwest of the intersection extends into the traditional pedestrian corridor, yet the intersection is symmetrical. Believes that traditional pedestrian paths should be reflected in the paving pattern and curb cuts at this intersection.
 - Proponents stated that the design team is trying to make these changes. Further stated that hardscape ramps are required by Seattle Transportation at the proposed north and south locations on the west side of the intersection.
- Agrees that the low bushes at the terminus of the pedestrian mall are not appropriate, would probably be trampled. Encourages the proponents to evaluate the value of the existing street trees and landscape improvements before proposing additional plantings along the pedestrian paths within the campus.
- Agrees that the traffic calming improvements must be obvious, and feels the pedestrian paths should follow the desired paths through the campus.
 - Proponents agreed, and stated that they appreciate the suggestions. However, is concerned that these improvements could never be implemented, unless the Commission states that these improvements are required.
- Believes that the natural pedestrian paths have already been removed because the proposed building is jutting out into the southwest corner of the intersection. Believes that moving the building north into the vacated street created this problem, which requires extraordinary improvements. Hopes that future development will respect traditional street patterns, even though they have been vacated.
- Would like to know if speed bumps or rumble strips would be acceptable east of the intersection. Believes that raised crosswalks should be allowed at an intersection such as this. Will discuss this with the new Seattle Transportation Director at a future meeting.
- Would like to know if there are pedestrian signs or notification that this is a dangerous intersection. Feels that pedestrians should also be notified that this is a dangerous intersection.
 - Proponents agreed that this would be a good idea, and stated that they could install signage.
- Believes that a traffic circle would be appropriate, as these have been proven to reduce collisions by ninety percent. Believes that a traffic circle would also encourage pedestrians to take appropriate paths also.