



DRAFT / APPROVED MINUTES OF THE MEETING

Greg Nickels
Mayor

Diane Sugimura
Director, DPD

Mary Johnston
Chair

Andrew Barash

Julie Bassuk

Graham Black

Brendan Connolly

Lauren Hauck

John Hoffman

Julie Parrett

Dennis Ryan

Norie Sato

Guillermo Romano
Executive Director

Valerie Kinast
Coordinator

Tom Iurino
Senior Staff



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November 5, 2009

Convened 10:00 am
Adjourned 5:00 pm

Projects Reviewed

Neighborhood Planning Streetscape Design
DPD Green Building Team
South Park Pump Station
Admiral Way Safeway
Seattle Center Fun Forest

Commissioners Present

Mary Johnston, Chair
Andrew Barash
Julie Bassuk
Graham Black
Brendan Connolly
John Hoffman
Julie Parrett
Dennis Ryan
Norie Sato

Staff Present

Guillermo Romano
Valerie Kinast
Tom Iurino
Tim Trujillo
Jenny Hampton

Celebrating 40 Years 1968-2008



November 5, 2009

Project: **Admiral Way Safeway**
Phase: Alley Vacation
Last Reviewed: N/A
Presenters: Bill Fuller, Fuller Sears Architects

Attendees:

Beverly Barnett, SDOT	Sara Corn, Safeway Inc.
Michael Dorcy, DPD	Jon McNamara, Safeway Inc.
Patrick Mullaney, Safeway, Inc.	Andy Rasmussen, Weisman Design Group
Dennis Ross, Admiral Community Council	Steven Sears, Fuller Sears Architects
Kristen Simpson, SDOT	Mark Wainright, neighbor

Time: 1.50 hrs

(170)

ACTION

The Design Commission thanked the design team for the presentation. The Commission approved the urban design merit phase of the proposal to vacate the alley at the south end of the site of the proposed new Admiral Way Safeway. However, the Commission requested a traffic analysis of vehicular movements and volumes on California Ave. SW to inform its decision. The traffic study should address existing and predicted traffic and pedestrian flow patterns as well as any potential problems with the alley entrances and exits.

- Consider that curb cut consolidation may be positive from an urban design perspective but that it may have negative impacts on the traffic flow patterns, connection to the street, and use by pedestrians.
- Commissioners are concerned about possible traffic impacts to pedestrians going to and from the school located across California Ave. SW from the site. There is also concern about the impact of service vehicles on pedestrians.
- The Commission recommends the study of a “right in-right out only” solution on the California Ave. entrance to minimize traffic conflicts and ensure pedestrian safety.
- The design team is asked to provide dimensions of areas vacated, areas enhanced, elements provided by code, existing conditions versus modified, larger scale sections, and details for future presentations.
- Increase the line of sight of the roof parking ramp.
- Recommended that the presenter bring the landscape plan and LA.
- Is supportive of the direction of the public benefit.

Project Presentation

The site is along the primary commercial corridor along California Avenue SW. A concrete-paved alley exists on north side of lot that runs North-South. There is the Olmstead-designed Hiawatha Park on south side. Across California are primarily single-story masonry, commercial structures. The Eastside, across 42nd, is filled medium density, multi-family structures.

The site is currently a suburban-style shopping center. The existing structure was built in 1961 and is approximately 35,000 square feet.

The current plan is to develop an urban store. However, in order to do so, an alley needs to be eliminated. The proposed zoning would be NC3-40. The existing alley surrounds a parcel that is zoned L-3.

There are concurrent processes occurring among the trio of municipal entities involved; Seattle Department of Transportation (SDOT), Department of Planning and Development (DPD), and the Design Commission (DC).

There are currently two alternatives proposed for the site:

- 1) "Alley Vacation Alternative." – urban store concept presented today
- 2) "No Vacation Alternative:" - 50k square foot store and little expanded parking

The Alley Vacation Alternative encompasses:

- 59,581 square foot Safeway grocery store
- 4 levels of apartments
- Live-work units
- 6,500 square feet of retail shops
- 66 parking stalls
- Rooftop parking
- Entrances along California Ave.
- 60% transparency along California
- Subterranean parking under apartments.
- Screened rooftop parking
- Stoops up to apartments
- 3 California entrances – 2 corners and 1 center
- Green roofs over live-work units to meet green requirements
- Continuous green walkway along California
- Along Lander there are to be 3 pilasters in which Friends of Olmstead will have panels that tell a story
- Compass Rosettes at corners to enhance pedestrian experience
- Bulbouts along 42nd Ave in front of apartments
- Canopies to define urban space and encourage pedestrian activity

Five major areas of focus in this alternative:

- 1) Midblock crossing
- 2) Frontage along California
- 3) Lander Frontage
- 4) 42nd Frontage
- 5) Olmstead history

The square footage of the alleys intended for vacation is unknown at moment.

Presentation notes the public benefits of this alternative including:

- setbacks along California to allow for seating
- new midblock connection



Figure 1: Existing Alleys



Figure 2: Alley Vacation Alternative



Figure 3: Alley Vacation Alternative Rendering

- well-defined walkways/driveways through use of landscape and ballards
- widened sidewalks
- new pedestrian seating area
- improvements to sidewalks and crosswalks
- installation of street lights that continue the neighborhood style

Public Comments & Questions

Dennis Ross, neighbor.

“Approves of the alley vacation. He does not feel the alleys are currently useful. He noted the positive effect of reducing eight curb cuts to four along 42nd and Lander. He recommended the vacation due to its thoughtfulness toward the existing neighborhood fabric.”

Commissioners’ Comments & Questions

“Treat shop building, approve as designed. Maintain a functioning pharmacy during construction that will become shops after buildout. DPD has approved.”

“Is there any signage?”

“There is none, currently, but it is expected to be done.”

“Where might the trucks enter and exit the site?”

“Trucks are likely to enter from California and exit on 42nd. “

“What were some of the big comments from Design Review board?”

“Design Review board requested an appropriate density on the housing side. Also, transparency requested for frontages.”

“The Commission inquired about locating residential along California.”

“The consolidation of the vehicular access at midblock creates a smaller block size similar to the pedestrian friendly Portland, OR scale.”

“The Commission commends the efforts made to responding to the context of the neighborhood. In particular, the project responded to the pedestrian patterns to/from the park south of this project.”

“Commission noted the neighborhood plan and compliment the project on the response to the plan. Notes a lack of discussion in the presentation of the existing circulation in area and impacts of development.”

“The shared street makes up for any lost connectivity. On the public benefit side, afforded views provide little to support intention.”

“Is there a signal light at SW Lander St? “

“Yes, there is a signal along California.”

“How might traffic volumes be affected by access consolidation? There’s a threshold where pedestrians are aided but traffic might be negatively impacted. Recommends potential right hand only access.”

“There is concern for pedestrians with traffic entering and exiting in all directions. What might the affects be, with special consideration for the neighboring elementary school?”

“Students almost never use California to enter or exit their school.”