



**Seattle
Design
Commission**

MINUTES OF THE MEETING

November 1, 2007

Greg Nickels
Mayor

Karen Kiest
Chair

Tasha Atchison

Brendan Connolly

John Hoffman

Mary Johnston

Juanita LaFond

Dennis Ryan

Norie Sato

Darrell Vange

Darby Watson

Guillermo Romano
Executive Director

Projects Reviewed

Seattle Center Broad Street Green

Seattle Center Skate Park

King County/Metro Trolley Barn

Department of Planning and Development Update

Convened: 8:30am

Adjourned: 2:00pm

Commissioners Present

Karen Kiest, Chair

Tasha Atchison

Brendan Connolly

Mary Johnston

Juanita LaFond

Dennis Ryan

Norie Sato

Darrell Vange

Darby Watson

Staff Present

Guillermo Romano

Tom Iurino

Vivian Chang



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1 November 2007 Project: Seattle Center Broad Street Green

Phase: *Concept Design*

Last Reviews:

Presenters: Lesley Bain, Weinstein AU
Jill Crary, Seattle Center
Kathleen McLaughlin, Seattle Center
Kenichi Nakano, Nakano Associates

Attendees: Jason Olinera, Weinstein AU
Bonnie Pendergrass, Seattle Center

Time: 1.0 hours

(SDC Ref. 169/RS0611)

Action:

The Commission thanks the design team for a thorough and thoughtful set of presentations, and unanimously approves concept design, with the following comments:

The Commission thanks the design team for a thorough and thoughtful set of presentations, and unanimously approves concept design, with the following comments:

- **The overall response is elegant and generous**
- **Commend the team's focus on sustainability**
- **Recommend the team to be very open about how sustainability works (i.e. watering turf)**
- **Encourage the team to think about permeability**
- **Encourage the team to be more emphatic about laying foundations for key elements of the master plan and to plan that accordingly**
- **Urge the team to consider off-site gestures and what happens along the edges. Some of these gestures may create desires that other projects might have.**
- **Because each response in the corners of Denny, Broad, 5th is different and strong, the team needs to show how they function aesthetically and functionally together**
- **Consider the parking lot across the street, especially the edge**
- **The response along Broad Street needs to address street trees. The team should have a conversation with SDOT to maintain the edge**
- **Encourage the team to make gestures for entries that can direct visitors to things in center.**
- **Commend the color palette because it is very strong and will help reinforce celebration of plant materials, color of Iliad sculpture, and EMP**
- **Look forward lighting along entire edge and seat wall**
- **Look forward to further design development**

Proponent's Presentation

Project Background

Seattle Center has funding for a project on Broad Street, which includes lawn restoration of the Broad St. Green, as well as entry renewal at Thomas St. Challenges include drainage (especially south of the Space Needle turnaround), better defining the green edge that fronts the sidewalk, and potentially looking at how Broad St. Green might relate to the Seattle Art Museum (SAM) and Sculpture Park. The "Center of the Center" needs to have a more consistent legible edge that is in sync with the neighborhood. The design team is working to apply principles from the Theatre District Schematic Design and the Century 21 Committee's report to transform the edges and entries of the Seattle Center campus.

Project Description

Broad Street Green is on the edge of Seattle Center and runs from Elliott Bay to South Lake Union. The connection between topographically challenged linkages presents both a threshold and an edge. There are three entries: one is underneath the Iliad, one is at the Space Needle turnaround, and one is at the Thomas Street intersection. Challenges include: trucks that bring shows through the east door of the PSC, the service area that dives under the Space Needle to load and unload and four sculptures that need better integration. The team liked the idea a bold but simple gesture and so created one arc along the edge. The lawn restoration project looks at various organic and impermeable turfs. One idea is to leave what is underneath and add an upper layer. The organic drainage layers need 12 inches deep and this allows the creation of a raised edge along the arc. . This scheme also allows rain gardens for storm water management and the opportunity for different bands of boldly colored plantings along the arc.



Broad Street Green Schematic Site Plan

The South End project will transform the lawn with 12-inch thick drainage materials, a rain garden, and a seat wall. The linear aspect includes street trees from 1962, within the existing sidewalk. The Space Needle turnaround will include pedestrian paths separate from the car turnaround. The power of the arc comes from walking under the “Black Lightning” sculpture and the adjacency to the “Moon Gates” piece. On Thomas Street, delivery trucks currently negotiate difficult turns in the pedestrian zone so the design will add strategic hammerheads to move this movement into the Space Needle turnaround, with landscape screening the turnaround and providing a background for the “Moses” sculpture.

Landscapes are in three basic patterns, depending on elevation. The upper landscape includes the lawn, the mid-lawn includes colorful perennials and annuals, and the lowest level includes rain gardens.

Commissioner’s Comments

- How is the pedestrian walkway separated from the vehicular traffic?
- Are there drain holes in the wall?
 - The wall will drain at its base, allowing the water to flow to the rain garden.
- Over time, will the algae eventually grow on the wall?
 - Because the drain holes are at the base, water will not drip down the wall.
- Can the green still function for events after big rains?
 - Yes, that’s what the increased drainage will allow for.
- What are plans for the existing peace garden?
 - That will be left intact, but that plant material could move to Phase II.
- Will there be changes to the Monorail as it crosses Thomas Street?
 - No changes are anticipated to the Monorail guide way. The entry design is waiting for future funding and more intense coordination with Space Needle and EMP. The southwest edge lawn restoration project is aimed for completion by early summer of 2008.
- As you move south to north, there seems to be gaps between street trees. Will there be replanting?
 - There is a map of sacred trees on the campus. . The existing street trees are in SDOT’s domain.

- What is funded near- and far-term? Seat wall?
 - The southwest side is funded for the design and construction, the northeast for design only.
- Are art pieces temporary or permanent?
 - Permanent.
- Set forth an approach in the future. Broad St. should not disappear. Not improving the streetscape would be a loss that breaks continuity (i.e. replace street trees or lumpy pavers).
- Is the reader board staying at the corner of Denny?
 - Yes, the location may vary somewhat when the 1962 reader board is replaced with an electronic one.
- Pay careful attention to the arc that connects the bands because it is an activating green edge.
- Commend the edge of seatwall.
- Conflict: by the time you see the Iliad from Broad St., you have to go back and then forward; allow more permeability to step up to the green. Create access at the center (not just as the boundary).
 - A strong edge seems more important than permeability. Therefore, the plan emphasizes access at the corners.
- Denny and Broad Streets are very important, so pay careful attention to that.
- Be careful in the clarity of pedestrian movement at Broad Street, 5th Street, and etc.
- Keep in mind that the Monorail provides a strong draw for tourists.
- The corner needs more hardscape off the sidewalk to make it less confusing.
- The concept needs to develop as negotiation moves forward.
- The team needs to further describe the entries to aid people in finding and using them.
- The drama can still be there, but there might be a way to create the strong effect and still have more internal access.
- Regarding the fill/drainage project: the more fill you add, the higher the profile, the better the view (increase height).
- Record thinking for big picture.
- Commend team on sustainability in this project, such as storm water management system. The team still should consider how much irrigation is applied to BSG.
 - Explore rainwater storage capacity for irrigation for BSG.
- Is this project related to Master Planning to the Center?
- What is the potential for lighting to reinforce this project?
 - There are conduit boxes and the team is thinking of lighting the sculptures and pathways.
- This is an elegant and generous design.
- Rain gardens here are good advertising for tourists.

1 November 2007 Project: Seattle Center Skate Park
West Thomas and 2nd Avenue North, south of Key Arena

Phase: *Feasibility Study Update*

Last Reviews:

Presenters: Jill Crary, Seattle Center
Kathleen McLaughlin, Seattle Center
Lesley Bain, Weinstein AU
Kenichi Nakano, Nakano Associates
Michelle Kang, Grg Partnership

Attendees: Timothy Gallagher, Seattle Parks
Patricia Hopper, Arts and Cultural Affairs
Jan Oscherwitz, DOF
Amy Williams, DOF

Time: 1.0 hours

(SDC Ref. 169/RS0611)

Action:

The Commission thanks the team for a thorough and thoughtful presentation of the feasibility study, and unanimously approves the study with the following comments:

- **Understand the controversy surrounding the selection of the site and commend the team for working to incorporate the site into the Center Master Planning**
- **Impressed with the level of participation and transparency in this study**
- **Like the opportunities that this activity offers for this corner of SC and entry**
- **Look forward to the further development of viewing possibilities , lighting elements and orientation**
- **Recommend the inclusion of this project into the Center Plan and showing the relationships, especially with the entry plaza**
- **Recommend more attention to sun and shade implications**
- **Consider a public sheltered areas for viewing**
- **Support considerations for pedestrian improvements**
- **Concerned about location overall, challenging but ideal considering final outcome**
- **Recommends art exploration and artist participation to include, especially expressions and sculptural and artistic solutions to both the skate park, wall edges, vents, and utilities elements.**
- **Recognizes the funding gap challenge and hopes the Council will determine next steps**
- **Attention to the entry and relationship to Fisher Pavilion**

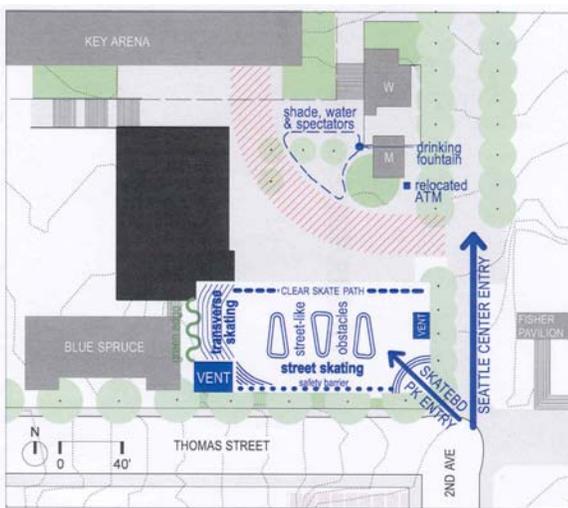
Proponent's Presentation

Project Background

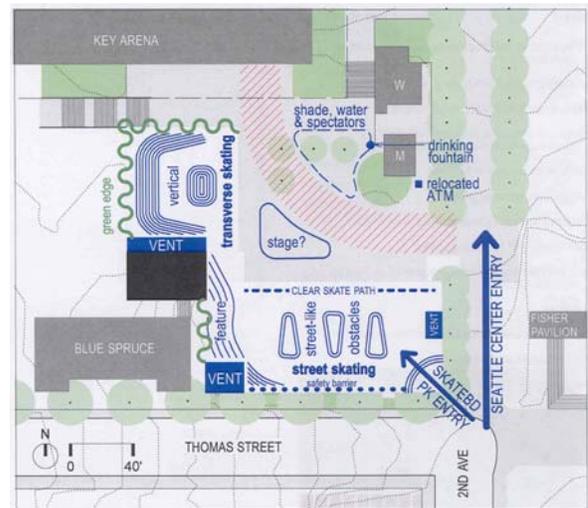
Seattle Center included a skatepark as part of a Family Fun Center in the 5th Ave parking lot in their 1990 Master Plan. Even though the levy for the Family Fun Center was defeated in 1991, Seattle Center built a temporary skate park in the Fifth Avenue parking lot. In 2002, it was relocated within the parking lot site and turned into a successful permanent park. As a condition of the sale of the Fifth Avenue parking lot to the Bill and Melinda Gates Foundation, the skatepark was removed and funds were earmarked to replace it within the geographic area of Seattle Center. The Parks Department began a process to locate the park along Elliott Avenue but that effort was abandoned as part of the 2007 Citywide Skatepark Master Plan, and instead the City Council determined that the park should be relocated within the Seattle Center campus. Seattle Center identified some potential sites for the City

Council’s consideration on Feb. 28, 2007. The Century 21 Committee, working on future development options for Seattle Center proposed a future skatepark development site but did not feel that it would work well given the present conditions at Seattle Center. When no consensus galvanized around the site proposed on 2/28/07, the City Council determined that the Century 21 future site was their preferred location for relocating the demolished park.

In August, the Council passed an ordinance requiring the demolition of Seattle Center Pavilion A and B and the construction of skatepark to be at least 8,900 square feet in size. Seattle Center was required to report to the Council by Oct. 15, on the schedule, budget, and relocation implications for events for this site. Seattle Center hired Nakano and Weinstein A|U to do a feasibility study on 2 options, one for removing Pavilion A and retaining Pavilion B and one for removing both Pavilions. After reviewing the Oct. 15 report, Council has proceeded with adding sufficient funds to Seattle Center’s 2008 CIP for the “A Only” option.



Option 1: Transverse Skating in West Side



Option 2: Vertical Skating Near Pavilion B

There are significant mechanical systems serving Key Arena in the floor underneath Pavilion A and B. The underground area contains catering support, electric plumbing, and emergency generator, all of which need to be protected and functioning during construction. However, there is enough square footage for the park within the Pavilion A footprint. Goals of the skate park community are to create an inclusive and family-oriented environment that is attractive, unique to Seattle Center, be a good neighbor, an enhancement to the park, safe and comfortable, and to be a shining example of skateparks for Seattle. The park needs to be complete by second quarter of 2009. 2nd Avenue is important grid element, with trees from 1962 lining the south side of the street.

Pavilion A and B both were constructed with tilt up concrete panels. There is a glazed “knuckle” between Pavilions A and B and glazing along the whole north side of Pavilion A, whereas the one at Pavilion B is less beautiful. Stakeholders created two options at a design charrette which involved members of the local skateboard community. Option 1 shows transverse skating on west side with street skating in the rest of the site of Pavilion A. Option 2 includes more space for vertical skating at the location of Pavilion B. Both sites could include artistic items that are skatable. The results of this charrette will be shared with those firms competing for the design contract to create the new park. The current budget for building a new skatepark is \$960,000 for construction, \$1.2 million for property acquisition. The feasibility study established a cost for the Pavilion A only option at \$2,900,000, which results in an \$800,000 shortfall for A only, which will be filled in the 2008 CIP.

Commissioner's Comments

- How were costs calculated for Pavilion A?
 - By taking into consideration all the various construction-related costs. The event relocation costs were calculated in a separate process and are not included in this feasibility report.
- If the City were to proceed with the \$200 million Key Arena plans, it would be included the Pavilion A site.
- The Commission is impressed with the feasibility study, and elements such as the blog extend political transparency beyond the scope of particular project.
- One advantage of this project is turning the quiet corner into more family-oriented, friendly, and informal entry into the center. The viewing potential for spectators needs to be better described.
- What is the process for environmental review?
 - The SEPA process is next. There will be a public meeting on November 15th meeting followed by a threshold determination in early December, and then a design team will be selected to expand on the skate park.
- Think about the future and how much natural light there will be.
 - There are trees in the south and light in the west.
- Although spectators are not covered in this project, consider a sheltered spot for parents on drizzly day such as a canopy.
- There is a concern for pedestrian safety on that corner because people cannot see cars coming around and the Commission will support any letter for the installation for an additional stop sign.
- The team has done an amazing job of making the skate park work on a difficult site.
- Components of Broad Street green can potentially be interesting with wall expressions at the skatepark.
- It is great that the Arts Commission is involved already. Look at the vent structure as sculptural piece. Also, think about non-skaters.
- Fisher Pavilion has good connections to skatepark.

1 November 2007 Project: King County/Metro Trolley Barn

200 Occidental Avenue between S. Washington and S. Main

Last Reviews: *Concept Design*

Presenters: Bill LaPatra, Mithun

Jay Jennette, Mithun

Debra Guenther, Mithun

Greg Smith, Urban Visions

Lewis Howie, Mark Anderson Consultants

Bob Isler, King County/Metro

Heather Marx, Seattle Department of Transportation

Bryan Stevens, Department of Planning and Development

Attendees: Cathy Abene, SDOT

Ron Atherley, SDOT

Gary Johnson, DPD LU

Kristian Kofoed, DPD

Heather Marx, SDOT

Genna Nasham, PBSB/DON

Victoria Schoenburg, Seattle Parks

Broderick Smith, Urban Visions

Bryan Stevens, DPD LU

Bob Stier, King County Metro

Time: 1.0 hours

(SDC Ref. 121/RS0611)

Action:

The Commission thanks the team for concept design for the King County Metro Trolley Barn and reiterates that the focus of the Commission is on urban design and street vitality, with the following comments:

- **Appreciate the beautiful job in handling the building's components.**
- **Urge continued, serious boldness and clarity in art.**
- **Urge continuing the dominant role of park's brick by bringing it up to building line itself in regards to the ground plane treatment.**
- **Appreciate present design, but urge a hierarchy of materials from the Occidental ROS to Main Street. Further coordination with SDOT is needed.**
- **Appreciate strategy of stormwater detention.**
- **Raise issue of wayfinding and trolley's welcome mat, creative signage, and other means for making sure that pedestrians are aware of what is around the corner.**
- **Support pedestrian use (i.e. view into buildings) and maintained urban use in the alley.**
- **Support sustainable design., its educational opportunities and design qualities**
- **Urge qualitative emphasis of opening, ripple effect, maybe referencing datum modules in the trolley's south façade,**
- **Bring the trolley opening entrance into ground plane somehow.**
- **Consider Trolley wire poles into the design and elevation studies. These might be design opportunities.**
- **Support the linear demarcation of the front of the building.**
- **Some question of west mullion façade; strong reservations where glazing is. Recommends revisiting the busy structure that holds the glazing, define how it could be different on lower levels or how it can be continued down**

- Expressed attention to more detailed study of the Occidental Park side elevation, size and scale within context. Busy structure.
- Approves the north bound direction on the alley, recommends SDOT signage
- Consider wayfinding, signage and other tools that can be used to celebrate the Trolley Barn location, the educational opportunities and the location within the historic context.

Proponent’s Presentation

Project Background

The schedule for completing the trolley barn includes holding six meetings with the Pioneer Square Preservation Board (PSPB), submitting a master use permit, which was completed in June, with final design by December. At the last Design Commission meeting, the team was advised to create a unified structural expression including the interior for the trolley barn, honesty in design, and to use the structure of the building as part of the overall aesthetics. Urban design aspects included the incorporation of street vitality to the trolley barn, increased permeability and transparency for trolley barn and retail (i.e. restaurant use along Occidental), installing bold art pieces, special and iconic street corners that frame outlays and trees. Also, sustainability was encouraged to be integrated and holistic to the design, such as an interactive art display to inform how sustainable strategies are working in the north façade, which is a loading dock. Lastly, the Commission and PSPB urged the team to create safe and practical transparency from the alley into the trolley barn. The team is currently working with private artist, whereas the current artist with the King County arts program still needs funding.

Project Description

The trolley barn will be a mixed-use building, which will include a multi-modal transit station, retail along the frontage, four residential floors fronting Occidental Park and streets (includes 60 units of workforce apartments), five floors speculatively for offices, and the very top floor will be an amenity space for tenant recreation and provides access to a dramatic green roof. Five project goals are to complete Occidental Park with an active east building, to create a keystone of Pioneer Square and backdrop for Occidental Park, to create a 21st Century building compatible in a historic neighborhood, to celebrate the Seattle street cars’ home base, and to be an environmental champion, which will be reflected this in the architecture. The current massing of the buildings in Pioneer Square includes three facades (stone shoulders) that face the street and the west façade provides a backdrop for park. Compatibility of the building will depend on how the bays are working with the vertical elements. The masonry is the building is compatible with the rest of the buildings in the area. The west façade will be high performance. The streetcar façade is 25 feet tall with a large opening, a mezzanine that will allow tour groups to see streetcar operations and includes a door with special glazing treatment.



Ground Level Site Plan

The team wants to develop a rich corner between the masonry shoulder and double skinned wall to develop light in order to add character, depth and richness that is compatible with the brick while reducing the mechanical system by 40% and creates a vertical layer for emphasis. There will be a strong retail presence as the building comes to the base with developed primary entrances on corner, lobby, along retail, which will activate Occidental Street. On south side where the trolleys come in, openings will be limited, but transparency will be increased (i.e. the coffee shop will have a view of the trolley barn). Also, the parking garage has an elevator where the glass comes down.

The side where the building faces Occidental Park is a unique façade but the team does not want the building to draw too much attention to itself at the base, so the building will sit on a concrete base and the face of the columns will not change from the park so the brick can continue. There are opportunities to view the trolleys on the alley side in which pedestrians can look into windows, but continuity will be scored concrete. This exercises a lot of restraint.

In terms of parking, the bays will be used to incorporate art that buffer the parking ramps. The team will develop an art plan in addition to King County's art program. There will be kiosks and vending booths along Occidental, which can activate the park since cars are not allowed to drive here. The water runnel will replace the current slot drain, which will get attention since it is historic to Occidental Park. The goal is to have LEED-Gold certification for this building. Such credits include the double skin, water strategy to retain and detain water via green roof, and photovoltaic farm to generate 2% of the building's power. The team is seeking a code amendment to allow people on this roof because of current height limit. The Council will vote in December on this matter.

Commissioner's Comments

- Which levels retain stormwater within the building?
 - The green roof, planters in the air and along the alley, and the rain garden.
- Concerned with getting artist in late.
 - The King County "For Culture" arts program focuses on the streetcar piece, but the program has not yet committed the \$70,000 (or 1%) to fund this portion of the project. The team has looked into hiring a private artist from Shift Creative to look at opportunities for art inside and outside the lobby, and roofscape. The art pieces on roof can be potentially seen across the water on ferry. Proposals are being received for the north spot.
- What are the reasons for replacing the stone?
 - It was a conscious choice to take a different approach because it is more powerful to have brick from park in order for the building to play a more dominant role.
- Extending the brick through north and south of building is weakening strategy for drawing attention to the park because it throws Occidental Park to the road. The strength is the alley. Has the team considered materials outside the north and south of the building? That money can be spent on strengthening pedestrian care and materials of the alley. The building is edge to the park does not seem to be a part of the park.
 - The team tried to make building feel like it is part of the park.
- Would not mind having same treatment on north and south.
- What are wayfinding and lighting strategies on the ground floor from the park?
 - The cable system that will come into the building can be decorative.
- Creative signage can play big role.
 - The team has considered extending signage out or imbedding it.
- Is the alley intended to be for pedestrians? Are pedestrians encouraged to look into the windows?
 - 1999 neighborhood called for alleys to be cleaned up, so pedestrians will be encouraged to look into the windows.

- Can a walkway be created in the alley, even though it is only 16 feet wide, one way, and allows vehicle access?
 - Yes, especially since DPD is in the process of mandatory ban on dumpsters on public property.
- It is a huge commitment to not have curb cuts.
 - The team has not gotten there.
- Sustainable strategies are strongly supported, such as the large concrete beams on south side. However, the trolley barn seems restrained and there does not seem to be a structural implication for the beam spanning across the building because it gives the impression of a surface garage. It is perhaps too simple, with many verticals coming down around the building. Consider the horizontal proportions as well.
 - The intent for the extra piece was to create an expression that celebrates trolley with art, sign, etc.
- What legal mechanism have you achieved for the ROW when the property line is three feet back from the glass?
 - The team is using a sustainable strategy that is strictly tied to energy and CO2 savings.
- There are other ways to have the presence ripple up your façade in the entry to trolley barn. The design is beautifully resolved, and fits Pioneer Square's fabric and scale and different things can be seen at different datum.
- Take the three bays and module that is Pioneer Square.
- Pull the entry into the public realm. Are bollards needed?
- The Commission commends the team for the design, which is a huge improvement from last time's.
- Holes in building may be different.
 - Some holes are for electrical, some independent.
- Like the direction the design is taking. There is some importance for permeability, which is not shown enough in front of the trolley barn. The alley is not the safest pausing stop. The coffee shop should be able to view trolley.
 - There will be two large glass windows in front of the retail, as well as a window in the lobby that has a clear shot into trolley barn. The alley side includes wall space and lighting for people to see the trolley maintenance. The material change will be developed to have a special expression to accent streetcar.
- The slit drain is good response. However, keep linearity no matter what the solution is to allow ADA access.
- The brick stays at a singular north-south column. The paving in the street is a good idea, although different paving could be considered.
- The alley does not necessarily need a lot of attention to the pavement.
- The windows for trolleys along the alley need to have a modulate rhythm.
- Like rhythm because it resembles streetcar dimensions. Consider using dimensions of the trolley in the façade treatment.
- The alleyway can be well lit, clean, and solid, but not decorated to be pedestrian.
 - The alley is a one-way north-bound alley
- Safety perspective, northbound alley is safer for pedestrians.
- Replicate the module, which is glazed on residential floors. The mullion frame that comes down the residential floors will need ongoing maintenance, and over time, rust spots will appear on the painted metal. The frame is a little too busy with no energy conservation capacity. The upper levels are finely detailed, and there is no need for a green screen in the lower frame because it is not small scale and is too busy. Just have elegance of glazing without the details.
- Appreciate distinction of brick.

1 November 2007 Project: Planning and Development Update**Presenters:** Diane Sugimura, Department of Planning and Department**Attendees:** None

Time: 1.0 hours

(SDC Ref. 121/RS0611)

Action:**The Commission thanks the Department of Planning and Development for a thorough and thoughtful set of presentations with the following comments:**

- **The Commission shares the same concern about light rail areas, especially Rainier Valley and Capitol Hill.**
- **Appreciate update on staff changes especially those that affect DC's work.**
- **Neighborhood planning efforts may need analysis of demographics of each neighborhood to reinforce that neighborhoods are not islands. Also, staff-led efforts to update the plans should not be seen as a negative role but positive.**
- **How can the team balance uniqueness and commonality include renters, younger people, and a more diverse population? Perhaps discussing larger issues such as climate change, transportation, etc can broaden the debate.**

Proponent's Presentation*Overview: Current Status*

In a recent Urban Land Institute report, Seattle is currently the second most desirable city to build offices, and will become number one in housing and number two in overall development after New York by 2008. Townhouses are at the low end and not selling as rapidly as higher end homes. However, there is no slowdown from permits. There are over 15,000 in Center City alone. The volume of permits is anticipated to continue to rise. The value is over 40% more than anticipated indicates complexity and scale (this percentage includes slightly for more expensive construction costs). Outside developers keep asking about development in Seattle for past 4 years. Codes sent to Council include: increasing SEPA thresholds, requiring sidewalks for new projects (increased density, increased amenities), industrial zoning, zoning amendment in South Lake Union, and the second phase of the trolley barn. The South Lake Union neighborhood plan will start early next year to modify urban design elements, such as heights, zoning changes, funding for EIS for some significant changes. It is anticipated to become Seattle's newest urban center, with high residential and employment growth. SODO, which includes Pioneer Square, east side Little Saigon, International District, the stadium area overlay, several blocks south of Dearborn, and the I-90 ramp, has just conducted a draft EIS and the final EIS will be completed next year. The result will be proposed changes to code.

Major Events for 2008

City Council has just limited office and retail for industrial areas. Phase II will look at the outside and inside edges in a comprehensive analysis. The Green Building team moved to DPD this year, taking staff from SPU and CityLight because DPD works with private developers. The team is trying to look beyond LEED. The mayor, in the Architecture 2030 conference, also wants Seattle to look for higher standards than the Kyoto Protocol. There is a push to renovate existing buildings to achieve higher energy efficiency; this should be worked out between the city and the state. Sustainable infrastructure, led by Steve Moddemeyer and the Seattle Green Factor are also in development. Historic building and energy code need more consistency.

The Mayor's Urban Forest Management Plan has challenged DPD with setting tree regulations. Therefore, a small team made up of people from the development side and the tree side is currently

working work with existing regulations to see what works and what does not work. There is also the challenge of abiding by the GMA to create density. Public meetings will happen after taskforce recommendations. The combined input from wide variety of groups presents the challenge to meet tree canopy regulations on smaller sites, since 65% of trees exist in single-family homes and parks.

DPD is in the process of encouraging and rewarding good design. There is a challenge for the design review process and DC work together and review significant projects that usually do not get reviewed (i.e. the stadium).

DPD and Department of Neighborhoods are starting next year to update neighborhood plans. They will start with plans that were finished ten years ago. There is no final process yet and there is current contemplation over looking at sectors of city and how they connect (i.e. transportation corridors).

Station areas might not have enough plans and development. Additional height and how these stations relate to the rest of the surrounding community must be taken into consideration. Yan Gail from Copenhagen and Helle presented possible places to work in Seattle to create activated streets and public spaces. Helle is working with SDOT, International Sustainable Solutions, Scan Foundation, UW, and DPD to bring Yan Gail and his work to Seattle. There will be fundraising to have contracts to come and teach the process so that principles can be applied to neighborhoods. Dr. Nancy Rottle, professor of landscape architecture from UW, wants students to learn from Helle.

The search for a planning director is still in process. There will be a temporary director soon from the public sector with an urban design background. A headhunting firm has been hired to find John Rahaim's replacement. The Commission is encouraged to email thoughts about qualities for planning director. There are currently 435 staff in DPD, and 36 within the planning department. Also, Layne Cubell's position will be temporarily replaced by an out-of-class three-month position.

Commissioner's Comments

- Station area planning is an opportunity for neighborhood planning to incorporate TOD.
- There is a propensity in neighborhood planning to be complicated. There should be an analysis conducted to see where people work and a simple model to track where the demand is for the commercial market.
 - DPD is thinking about ways to create regional neighborhood plans. How can DPD encourage people to think more broadly (i.e. neighborhood character as part of larger city, global warming issues, etc.)?
- One way to open up the process is to get better representation of the people who live in community.
 - Over 50% of city dwellers are renters, and people who show up at meetings are mostly homeowners. People between 25 and 40 should be encouraged to come because it is their future (i.e. MTV outreach as a good case study).
- There needs to be a balance between changing cultures and grassroots effort to garner wide support.
- Broader city and regional discussion about planning needs to happen at the watershed, transportation, and/or climate levels in order to transgress neighborhood boundaries.