



**Seattle
Design
Commission**

MINUTES OF THE MEETING

May 3, 2007

Greg Nickels
Mayor

Karen Kiest
Chair

Tasha Atchison

Pam Beyette

Evan Bourquard

Brendan Connolly

John Hoffman

Mary Johnston

Dennis Ryan

Darrell Vange

Guillermo Romano
Executive Director

Layne Cubell
Senior Staff

Projects Reviewed
Seattle Bicycle Master Plan
Commission Business
Mayor's Office Briefing
Commission Business
Goodwill Redevelopment

Commissioners Present
Karen Kiest, Chair
Pam Beyette
Evan Bourquard
Brendan Connolly
John Hoffman
Dennis Ryan
Mary Johnston
Tasha Atchison

Commissioners Absent
Darrell Vange

Convened: 8:30am
Adjourned: 3:00pm

Staff Present
Guillermo Romano
Layne Cubell
Tom Iurino
Kadie Bell



**Department of Planning
and Development**
700 5th Avenue, Suite 2000
PO Box 34019
Seattle, WA 98124-2000

**T: 206-615-1349
F: 206-233-7883**

printed on recycled paper

3 May 2007	Project:	Seattle Bicycle Master Plan
	Phase:	<i>Briefing/Overview</i>
	Previous Reviews:	17 March 2006
	Presenters:	Peter Lagerwey, Seattle Department of Transportation
	Attendees:	Casey Hanewall, Council Staff

Time: 1.0 hours (SDC Ref. #169/RS0606)

Summary

The Commission greatly appreciates the thorough briefing on the recently unveiled Draft Bicycle Master Plan and applauds this effort and vision that has helped to realize this project.

- The Commission is excited about the promise of an interconnected and inclusive network of bicycle facilities in Seattle.
- We applaud the efforts towards completing the vision of the urban trail system
- We support the idea of creating something for everyone and focusing on the wide range of users at a variety of cycling skill levels.
- We appreciate SDOT’s internal charge as a partner to support cycling.
- We applaud the extensive public process that is integral to the master planning process.
- We underscore the importance of cultural change and keeping a broad perspective on cycling’s impact on regional transportation and mobility issues.
- The Commission encourages continued public relations efforts in realizing the Plan including collaboration with the city’s Green Team and cycling community groups to help implement facilities and provide resources for cyclists.
- We encourage ongoing coordination with the city team developing the Pedestrian Master Plan, and parks and schools, especially high schools, to optimize facilities for non-motorized transportation users.
- We support maximum visibility of the cycling community within the larger community.
- Encourage and support the attainment of both “low-hanging and high-hanging fruit” with respect to both straightforward and more complex projects envisioned within the Bicycle Master Plan.
- Recommend attention to the missing areas on the map and the connecting routes through these areas including, but not limited to, Magnolia and Southeast Seattle.
- Strongly support the implementation of this plan in all current and future capital improvement projects as a means to enhancing the connectivity, livability and sustainability of our city and region.

Proponent’s Presentation

Bicycle Master Plan Vision

This was the product of an extensive public outreach effort:

- Create an interconnected network of on and off-road bicycling facilities
- Affect cultural change over time through advocacy of cycling to achieve implementation

Bicycle Master Plan Goals

- Increase bicycle ridership: triple the amount of bicycling in Seattle by 2017
- Improve safety of bicyclists: cut the rate of bicycle crashes by one third by 2017

Public Outreach

There was a turnout of around 460 people to the bicycle master plan public meeting. This was much more than expected. All of the up front work was helpful to the process. The draft plan is available on SDOT’s website for public comment and maps of planned improvements at the north and south ends of the City are also posted.



Integrated Plan and Implementation

Specific recommendations were the goal for the project.

A Bicycle Facility Network for Everyone

- Bike paths
- Bike lanes
- Sharrow (shared) lanes. Incorporates wayfinding, alerts motorists and signals bikers. The first sharrow in Seattle will be on NE 45th off Sand Point Way NE.



On-Road Bicycle Facility

Due to Seattle’s odd width of roads, innovations are necessary. On roads that lack the width for two bike lanes, there will be climbing lanes going uphill, to accommodate lower speeds.

Signed Bicycle Routes

Seattle is setting the standard for the region. SDOT is giving permission for other jurisdictions to join them in creation of a larger network. There are two kinds of bike signage:

- “The Blade” includes mileage, arrows and names of destinations.
- Oval sign used for regional signing; this includes arrows, names and bike/ped pictures.
- Signage on trails will be different than on streets.

How Do We Get There?

Aggressive implementation is being pursued in advance of plan approval.

- Dexter, Mercer and 45th are being repaved and will have new/improved bike lanes.
- Two firms have been hired (OTAK, SvR) to design the bike lanes and sharrows in addition to the bike sign routes.
- SDOT is attempting to avoid taking away on-street parking since this complicates the process for neighborhoods and business interests.
- Bridges are important and a challenge as choke points for cyclists, so improvements are being incorporated into planned capital investments underway since these will have lasting impacts.

Outcome

- 450 miles of facilities
- A bicycle facility within a quarter mile of 95 percent of homes

Commissioner Questions and Comments

- There are amazing pervious paving materials, have you thought about using these?
 - Yes, we have explored this in some areas. Some challenges include clay underneath that is impervious regardless.
- What about pedestrians?
 - Good engineering should invite proper use. This will radiate the attitude that pedestrians have the priority on all trails.

- Are there any parallel outreach programs that encourage businesses to encourage bike commuting?
 - Yes, any business that needs a bike rack can request that, we will put it in and remove it if it is unwanted. This year 75-100 will be put in. For any new development project, there are DPD requirements for long-term bike parking indoors and our team will provide consulting for bike racks. We also work with the Cascade Club and Bike Alliance of Washington and they work directly with those businesses. When outdoor cafes are created, we will move bike racks. We are accommodating.
- Is there public awareness of sharrows since these are new to Seattle?
 - There will be a sharrow piece on our website, which gets a lot of readers. Additionally, they will be added to the bike maps. There will also be press releases.
- How does the bike plan work with parks and schools?
 - If you look at the lines on the map, bicycle routes are close to every school (within a block or two).
- Are there bike lanes within public parks?
 - Not inside the parks. We have worked closely with the Parks Department and the agreement is to provide access, but not route bikers through the park, unless by request.
- This is very exciting! Could you talk about Stone Way?
 - From 34th going north to 50th on Stone Way there is a climbing lane, which may not be implemented on the southern portion due to community input. When there are lines on the map, it reflects a proactive stance, but not a given.. From a traffic point of view, a scheme might not work and will need to be removed. The plan must be flexible.
- With the “high-hanging fruit,” are there ways to mitigate the challenges?
 - We will take the low-hanging fruit first; this will be done in the first year. But to prevent disconnects we will then, the second year, deal with the more difficult obstacles. Our hope is that the positive aspects of our early efforts will be seen by more difficult communities and the obstacles will be less.
- In some areas there are no new routes (Magnolia and SE Seattle); the routes there should be more aggressive.
 - Politics did not guide routes. If there are routes missing, they will be added. If they are not on the map, they can be added.
- Last time there was an issue of names vs. numbers for the signage plan.
 - We decided to use names. There are three: Green blade signs to indicate a destination, on the trails there will be names, and local names will be added to the oval street signs later.
- This work is wonderful and powerful, but the cultural change element is significant and real. There are many individual efforts focused on making a cultural shift in this city (green building, recycling, etc.), is there a way the City of Seattle could unify these?
 - The collaboration is critical. For instance, the Bands of Green developed by the Parks Foundation was an effort to use the Olmsted boulevard system and railway systems to have green and asphalt accomplish the same goal of an open space network.
- The consolidation of the green team at DPD is important. LEED building certification also looks at bike facilities for their rating system.

- High Schools are particularly important. This age range is crucial for getting people out of their cars. To complicate this effort, school renovation is placing students in uncharted territory. The gas prices have also prompted people to ride bikes.
 - There was a pilot with Roosevelt High School a few years ago. Any public school that needs bike racks, we will put them in.

3 May 2007 Project: Commission Business

Time: 1.0 hours

(SDC Ref. #168)

Several business matters were discussed including Commission recruitment and leadership, outreach activities, and recent communications received.

The Commission discussed 2007 new member recruitment efforts with staff. Application deadline was last week, but Commissioners should continue to talk to potential applicants and also should try to be present for interviews. The Urban Planner position is a major priority, interviews will begin next week. For the Fine Artist position, there have been very good candidates. Commissioners are needed to review resumes and application materials. Interviews for that position will be conducted in May or June. Get Engaged member recruitment is being coordinated by the YMCA, but Commissioners are needed to sit on that interview panel in June.

Future leadership on the Commission was also discussed. This was brought up at the retreat earlier this year. For the position of Chair, leadership skills and diplomacy are important, there are no tenure requirements, and architects and landscape architects are *not* the only professions that will be considered for the chair position. For the Commission, the Mayor makes the appointment of Chair on an annual basis, but staff and the Commission make recommendations. Additionally, the vice-chair position is beneficial as a balance to the chair and this is not necessarily a senior member. The transparency of the selection process of the Chair in the future is essential. When annual recruitment begins each spring, Commission leadership should be at the forefront. With that being said, there is unanimous support for Karen to continue as Chair for an additional one-year term.

Outreach activities of late have included informal briefings with Councilmembers. Several Commissioners joined staff in meetings with CM Della and CM Conlin to get input on their priorities and relay Commission findings. An upcoming meeting with CM Steinbrueck is set for later this month and a meeting with CM Drago is still being pursued. Commission website improvements are underway, an update on several new components was tabled to the next meeting.

A letter from a coalition of community groups regarding the Goodwill project has been received by the Commission, its points were discussed and these should be acknowledged at this afternoon's project presentation.

3 May 2007 Project: Mayor's Office Briefing
Last Briefing: 18 January 2007
Presenters: Tim Ceis, Deputy Mayor

Time: 1.0 hours

(SDC Ref. #220)

Summary

The Design Commission thanks Deputy Mayor Tim Ceis for his time and comprehensive update. The briefing revealed two broad themes: sustainability and interconnectedness of design projects. Highlights of those projects discussed today include:

The Viaduct:

The City is looking at a system wide strategy for mobility, particularly with the redefinition and reassessment of what capacity means. It is especially vital that I-5 is being considered.

SR520:

The Commission appreciates the immensity of this project, the challenges in identifying a preferred design solution and bringing all agencies to the table. Also the cultural shift toward sustainability and environmental issues is evident.

City Center Development:

The growth of housing units in downtown is appreciated by the Commission in an effort to promote density.

Industrial Land Development in SODO, Pioneer Square and King Street Station:

The connections between these planning initiatives and projects should create an active transit area that is historic and iconic.

Civic Square:

The city has lots of expectations for this site, but the Commission enthusiastically supports the early work of the design team.

Seattle Center:

Memorial Stadium and the Center House are both in need of improvement. There is a real potential to create an educational center on this site given the mix of tenant groups. Aurora and Mercer Streets are similar in nature as transportation projects and the overlap of these corridors must be seen in relation to the future Seattle Center.

Open Space:

Understand the critical need in the City to fund parks in a comprehensive way and address the concerns of maintenance, operations, safety and civility.

Briefing

State Route 520

State Legislature has passed bill that will fund a mediation process with community stakeholders. Impacts on UW and Arboretum are real, not sure the bridge idea works. Light rail on this corridor is not feasible in the foreseeable future.

Alaskan Way Viaduct/Waterfront

The City is cautiously hopeful on their recent agreement with the State and compromise on a middle-ground solution. Work on 6 funded elements is going ahead starting this year, but the

riddle in the middle remains. The project may be redefined to include the non-freeway option. The goals of the city do not include an 8 lane surface road.

Colman Dock

This is no longer being expedited, funding is in question and redevelopment options need to be reexamined from the State's perspective given the uncertainty over the Viaduct.

Civic Square

This proposal is exciting. The team is great and the conceptual design is what the City was hoping for in terms of activating the site and its mix of proposed uses. A lot planned for the site, but there will be a public plaza.

Seattle Center

Memorial Stadium is the pivot point for this project. An outdoor performance venue has been proposed. Revamping the Center House will be costly. Surrounding uses including Gates Foundation campus, Pacific Science Center, Mercer and streetcar idea are all factors, too. Funding is the key challenge. Potential to reconnect surface streets remains.

King Street Station

The City is moving ahead and the biggest challenges are project management and appropriate historical renovation. The details of the Agreement with the State of Washington are still being discussed.

Sound Transit

University Link is going ahead this year. ST2 is ambitious and depends on vote along with RTID later this year. Reaching Redmond is unlikely given funding restraints, but eastside expansion to Bellevue on I-90 is in the current package.

North Lot

A development team has been chosen and plans are underway. Connections to SODO and ID are important, also King Street Station which is adjacent.

Open Space

There are many social issues, such as homelessness and crime, in parks that need to be addressed prior to gaining further park funding support. There is also a shortage of land downtown for new park site acquisitions.

Fire Station Program

The Commission is just beginning to see these, good design teams are on board and staff is experienced in capital projects and the challenges. Construction costs need to be watched.

3 May 2007 Project: Commission Business

Time: 1.0 hours

ACTION ITEMS

- A. Timesheets
- B. Minutes from 04/19/07/Bell

DISCUSSION ITEMS

- C. Civic Square Update – Joint DC/DRB Panel/Cubell
- D. DC and Council meetings debrief/All
- E. SPU Solid Waste Transfer Facility Master Plan Update/Friedman
SPU is continually working to effectively move solid waste from the city and also reducing the amount of solid waste generated in the City of Seattle. The City Council is still evaluating if the third facility which would allow rail transfer should be constructed to meet these needs. SPU will return to the Commission with a more complete update this summer.

ANNOUNCEMENTS

- F. Green Factor Workshops, final two - 5/16 and 5/30, 12-1:30pm
- G. PC/DPD Industrial Lands Forum #4, 5/31, 4:30-6:30pm, City Hall

3 May 2007	Project:	Goodwill Redevelopment
	Phase:	<i>Street Vacation Follow Up</i>
	Previous Briefing:	15 August 2006, 20 October 2005
	Presenters:	Steve Johnson, Fuller Sears Architects Kris Snider, Hewitt Architects Cath Bruner, 4Culture Beverly Barnett, SDOT Scott Kemp, DPD
	Attendees:	Paul Fitzgerald, SHA Joan James, Seattle Design Commission Elana Dix, SAGE Steve Marguard, SAGE Matthew Gossen, Leschi Community Council Gary Johnson, DPD Grover Johnson, SAGE Bill Bradburn, Jax Place Council Jennifer Calleja, SEIU Ken Colling, Goodwill Maira Gray, SDOT Rich Hill, McCullough Hill Tom Im, Interim Development Andrew Keshyap, Columbia Legal Services Steve Moddemeyer, DPD Mitch Seaman, SAGE Renee Tammer, 4Culture Steve Van Oel, Jackson PI Housing Regina Wandler, UW Student David West, SAGE

Time: 2.0 hours

(SDC Ref. #170)

Action

The Commission thanks the team for their fourth presentation of Goodwill Redevelopment. In February 2006, the Commission supported the proposed vacations based on an assessment of the urban design conditions. In July 2006, the Commission supported approval of the public benefits package with several conditions. An update on the public benefits package has been presented today. By a vote of 6-1, the Commission recommends that should the City Council approve the proposed vacations, that the public benefits package as presented today, with some noted additions, is appropriate. The Commission offers the following comments:

- **The Commission supports the public benefits package as revised, particularly the clarification of benefits that are not accruing from other city requirements.**
- **The Commission strongly advocates that these benefits be available to the broad and general public.**

- We appreciate the residential scale and overall feel on Weller and encourage pursuing and improving connections throughout the site for both residential and small scale commercial.
- We recognize and appreciate the more animated streetscapes and publicly accessible qualities and encourage those design ideas expressed in the images be incorporated into the project.
- The attention to bicyclists should be increased, beyond just the bike lane on Dearborn.
- At the intersection of Rainier and Dearborn, there is a need for more design energy.
- We support the design related initiatives as outlined to connect with and reflect the community. The results of these efforts are important components to the overall public benefits package.
- We commend the public benefit of bringing in art, working with 4Culture and the incorporation of art that will be easily perceived from the public right of way.
- The sun pocket plaza feature on Lane is too interior and pulled back from the street it speaks less to the broader public than it should; we encourage bringing this landscape feature out to the corner of Lane and Rainier.
- We appreciate the public benefits of new sidewalk improvements on the north side of Weller.
- The pedestrian alley off Weller presents an opportunity for small-scale retail and is a real public gesture, too.
- The Commission encourages the design team to pursue off-site improvements and further explore the green streets concept and any other appropriate ideas that emerge as a result of the neighborhood identity charrette as a contributing component of the public benefits package.
- The Commission appreciates the clear list of currently proposed public benefits and strongly recommends a few key changes and additions, as detailed on page 15 below.

One Commissioner dissented from the majority opinion based on the desire to see the public benefits package again prior to Council review.

Proponent’s Presentation

Overview

The site in relation to adjacent streets and context of the site was described. The pedestrian and bike connections are strongest to Beacon Hill and Little Saigon. These will be improved including crosswalks and sidewalks. The elevation of the site increases 24 feet in between Dearborn and Weller. The composite roof and landscape highlights the main central plaza and NE plaza and loop connection on the upper retail, etc.



The

Approved Public Benefit as of 7/20/06

The plaza at Rainier and Weller	Corwin steps/through block connection
The plaza on new Lane at Rainier	Public pedestrian easement area
Major plaza on new Corwin	Community use of Goodwill meeting rooms
Buildings setbacks	Improved pedestrian crossings on Rainier
Dearborn bike lane extension	Street fair potential

Action Items from Previous Commission Minutes of 7/20/06

Improve plaza at Rainier and Weller	Pursue the off-site park opportunities
Strengthen pedestrian experience	Provide more detail and refinement in the public realm
Revisit the corner of Rainier and Dearborn	
Strengthen the relationship between the residential and commercial components	

Refinements to the Project

1. NE plaza and entry
The residential has been scaled back and the fountain has been made more of a public entity.
2. Lane Street plaza
The bridge was previously a barrier to the entrance; this has been pulled back.
3. Dearborn Street stair and entrance
Pulled the stairs away from the wall and added a landscape median and added additional landscaping.
4. Lane/Corwin intersection and plaza
The space has been converged so that it identifies more with the major intersections for people. The off-center location of the entrance will reduce the car traffic and make it more pedestrian friendly and increased the size of the plaza.
5. Corwin Place entrance
Extra space was created and facades were pulled back for a larger plaza and added a second floor balcony in front of the retail.
6. Weller Frontage
This façade has been pulled back to create a better space and additional retail. Also, a drop-off area for the residential entrance has been added.

This project aims to create great pedestrian spaces. Buildings have been brought back to accommodate pedestrians—this is good for businesses, residents, and the neighborhood. Sidewalks will hopefully be made of porous pavement. Given the street edges, there is no opportunity for parallel parking; this however opens up an opportunity for a green edge. 4-5 existing trees are of importance and the team is doing everything to preserve those trees. Streetscape sections are provided to illustrate the size of sidewalks, façade pullbacks and green strips.

Connective corners are all unique given the adjacencies and character. The idea of bollards, while they may vary, will provide continuity through the project and opportunities for art and relaxation. Additional art options include steps or sculptures. There are three primary plaza amenity zones. Some design elements include texture, lighting, bollards, seating, a green wall and water features. The Weller and Rainier plaza has been altered to allow sunlight and incorporate a water feature. The grade could be used to provide life and noise of water “spilling toward the street.” Pots and plants are being explored to incorporate life.

The central plaza is linear and fairly large; this will be used to create cross connections. Light will run through this space and a ground level art feature may provide lighting into the below-grade parking garage.

Affordable housing will be provided in collaboration with Seattle Housing Authority. 100 units for 30% AMI senior housing and 50 units for workforce housing.

Neighborhood Identity Program

Daniel Mihalyo and Andy Cao are being hired to *think* about the art component of this project. 4Culture is still open to ideas. May 24, 2007 the art charette is being held.

Public Comments

- The Commission received a letter from the Dearborn Street Coalition for a Livable Neighborhood, dated April 30, 2007, regarding this project. This outlines goals for the community, participants, concerns regarding public benefits and potential conflict of interest for a Design Commissioner. The letter Commissioners received addresses many of the collective concerns of those in attendance today.
- Scott Kemp, DPD - The MUP application is being assembled for City Council. Basic design guidelines have been created with public comment and currently the lighting and signage are being examined. The public has indicated that the project is too inclusive on the north edge. To date, there are no recommendations made by DPD on this. The zoning and vacation are being reviewed and will be presented to City Council at the same time. There is no schedule at this point.
- Beverly Barnett, SDOT – Lots of new material today, need to review. Designs have evolved considerably.
- Tom Im, Interim (part of Coalition) - Neighborhood plans allude to promoting small business and not allowing big box retail in the neighborhood. There is strong community support and concerns have arisen as a result of this project. Many of the proposed public benefits are not consistent or beneficial (i.e. retail is an economic issue). The public benefits are not commensurate when compared to the private economic benefits. In regards to the conflict of interest for commissioners, this should be reexamined.
- Bill Bradburd, Jackson Place Community Council (part of Coalition) - There are a number of issues previously brought up by the Commission that are not being addressed. In October 2005, the Commission asked for proof of the incorporation of small businesses—this was not provided by the design team. Also, pedestrian crossings have not been addressed. In February 2006, a broader urban analysis was requested. Concerns of gentrification and neighborhood character are real and ignored. There is more financial gain to be had from this project than what is being given back to the public. The interest in open space in Little Saigon is not being addressed. The benefit matrix is misleading. The Design Commission has an obligation to follow up of previous concerns and work toward public good.
- David West, SAGE (part of Coalition) - The street vacation element is essential to increase the size and scale of this project—this will greatly impact the housing and wages in this project. The 200 SHA housing units will not be affordable to those who work in this project. The impacts on small business will be detrimental, similar to U Village. The street vacation adds significant value for the developers.

Commissioner Questions and Comments

- Is the extension of the bike lane on Dearborn taking away parallel parking?
 - Yes

- How are pedestrian crossings improved on Rainier?
 - The crossings on Rainier on Weller and Dearborn will be enhanced through greater crossing times.
- What does that do to the radius on that corner?
 - It makes it sharper and slows traffic.
- Working with SDOT is advisable given the complications of cars and pedestrians.
 - The pavement will not be changed given the bus access. There may be wider striping for the sidewalks.
- What will be the outcome of the charette? How can positive outcomes be assured?
 - The developers have pledged to invest in an identity element , most likely offsite. We want to keep options open and are not yet committed to anything. Assurance comes from clear expectations and setting aside financial resources.
- Are the trees part of the identity element?
 - That is part of the green factor discussion.
- Would like to reiterate that our vote from previous meeting remains and we have already recommended approval of public benefits package. More detail shown today which seems good and any outstanding issues should fall to staff to resolve.
- Given the before and after scenarios, the public spaces are improved. However, the bike connections are unclear. The workforce and cross traffic/commuting necessitates the incorporation of bike amenities.
 - Bike racks are code required and will be provided on site.
- Portions of the public benefits package have been successful. There are a few items that are negative though. The opportunity to work through the Parks Department has not been adequately addressed.
 - In working with the ID and Little Saigon, there was no interest in pursuing a park as a public amenity.
 - The housing commitment was added as a public benefits package, which was approved by the City.
 - There are clear distinctions between public and project benefits.
- The strengthening of the residential component was briefly discussed. The streetscape surrounding the residential entrances are still vague.
 - What the design team heard is that there needs to be a clear connection to Weller, in particular. Other residential entrances are as shown and will be part of the streetscape, one entrance is internally focused, but understand that pulling people to the perimeter of the site to help enliven the streets is preferred.
- The design team is commended for their collaboration with 4Culture as well as the artist selection; they are ideal for this project. Incorporating these items where there is the most public benefit is advisable.
 - The “Community Identity Element” will be offsite. There will be other art incorporated into the project.
- The pedestrian alley presents more opportunity for small-scale retail. Moving the service entrances off the corners is great for pedestrian safety.
- Are we really going to get the same level of quality as at Lumen and other projects shown?
 - The art aspect could permeate every aspect of what we think about. The perimeter of the project and its relation to the neighborhood is important. At Lumen there were simple materials used creatively. The images shown illustrate the level of finish and vitality we hope to achieve with this project.

- On the sun pocket plaza on Lane, pulling it into the site and orienting it away from the street is of concern. You need to have a lot of glass to make this a vital space. Reconsider this corner in order to make it work for the larger public.
 - There may be an opportunity to bring something out to the street such as art. The idea was that the space was pulled in to pass the bridge.
- The public benefits package should include only items that are above and beyond what is required by code.
- Offsite public benefits should be included in the package if they are significantly beyond code compliance.
- There should be more design energy on Rainier and Dearborn. The bus drop off on Rainier could be a much greener place.
- The internal layout and the entries to the project are working well.
- Subsidizing rent for small retail establishments should become part of the discussion of public benefits. This is a great thing to do and is encouraged.
- The Commission reviewed the public benefits package as presented and clarified what is part of the current public benefits package and what additions they'd like to see:

PUBLIC BENEFIT

- Improved entry at Rainier and Weller
- *Refine or move* “sun pocket” Plaza on Lane *for greater visibility from Rainier*
- Revised interior plaza on new Corwin and Lane
- Building Setbacks
- Dearborn bike lane extension
- Revised Corwin steps
- Pedestrian easement on Lane and Corwin
- Street fair *commitment*
- Community use of Goodwill meeting rooms
- Improved pedestrian crossings on *both* Rainier and Weller

NOT PART OF THE PUBLIC BENEFITS

- Natural stormwater
- Affordable housing
- Financial support for BIA
- Environmental clean up

ADD: Rent subsidy for small retail

ADD: Neighborhood charrette *and funding commitment*

ADD: Wayfinding, signage

ADD: New sidewalk improvements on north side of Weller

ADD: Integrated art

ADD: Neighborhood greening with street trees and landscape beyond Code requirements