



APPROVED MINUTES OF THE MEETING

Mike McGinn
Mayor

Diane Sugimura
Director, DPD

Marshall Foster
Planning Director, DPD

Mary Johnston
Chair

Andrew Barash

Julie Bassuk

Graham Black

Brendan Connolly

Lauren Hauck

Laurel Kunkler

Julie Parrett

Norie Sato

Donald Vehige

Guillermo Romano
Executive Director

Valerie Kinast
Coordinator

Tom Iurino
Senior Staff

April 1, 2010

Convened 10:00am
Adjourned 4:00pm

Projects Reviewed

Waterfront Planning
1200 Stewart
Thomas Street Concept Design
Council President Richard Conlin
Councilmember Sally Clark
Councilmember Mike O'Brien

Commissioners Present

Mary Johnston, Chair
Brendan Connolly
Julie Bassuk
Lauren Hauck
Laurel Kunkler
Julie Parrett
Donald Vehige

Staff Present

Guillermo Romano
Valerie Kinast
Tom Iurino
Jenny Hampton



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April 1, 2010**Project: 1200 Stewart****Phase:** Alley Vacation**Last Reviewed:** Oct 16, 2008; Jun 19, 2008**Presenters:** Jack McMullough, McCullough Hill, PS
Bob Tiscareno, Tiscareno Associates**Attendees:** Beverly Barnett, SDOT
Bradley Wilburn, DPD
Eric Midby, Lexus Co.
Fred Jala, Berger Partnership PS
Geoff Wendlandt, DPD
Guy Michaelson, Berger Partnership
Jeff Schramm, Transportation Engineering NW LLC
Jessica Clawson, McCullough Hill, PS
Joe Stobele, Lexus Co
Vaughn Bell, SDOT**Time:** 11am-12pm(000/RS0000)

ACTION

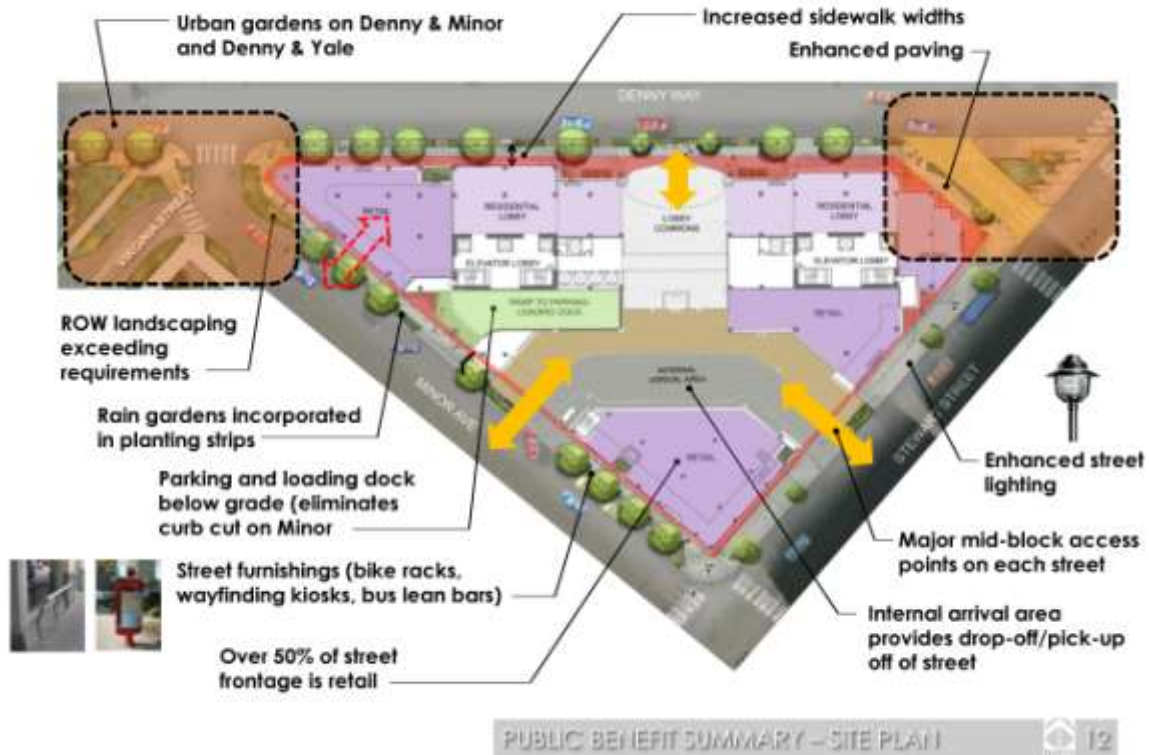
The Design Commission would like to thank Bob Tiscareno and Jack McMullough for their presentation of the 1200 Stewart alley vacation public benefits. The changes made are appreciated and the commission unanimously approves the public benefits package with the following comments:

- Think carefully about the intersection of Yale, Stewart and Denny corner and further refine the design for the public realm of this area. Consider the integration of the pedestrian island through the use of same pavement material as to expand the plaza concept and slow traffic speed.
- Give special attention to the retail spaces. Commissioners understand the challenges of the current economic situation and asks the developer to consider interim uses and other creation ways of activating the space.
- Strongly consider a tabletop for the Yale intersection so it portrays a pedestrian focus and inhibits fast driving
- The Commission encourages a more exceptional and unique plant palette, but also work with the consistency of the street trees along Denny and in the rain garden.
- Consider a more readable pedestrian access at Minor prioritizing pedestrian safety.
- Consider in the triangular areas adjacent to the street focusing priority to the pedestrians in these spaces

Presentation

The proposed site location is at the corner of Denny and Stewart in Seattle. The team is proposing a mixed-use project. It consists of a tower containing a commercial floor transitioning into two towers of residential and a streetscape design. This project targets LEED silver status. The proposal is up for review for public benefits as there

have been changes to the design and public interface since it was last reviewed by the Design Commission in October 2008.



The proposed current public benefits for this project include:

- 2 urban gardens on the corners of the site
- wider sidewalks and enhanced paving at important entries
- mid block access points breaking down scale
- lighting spaced throughout the site
- internal arrival areas for drop off and pickup
- street frontage is retail and some street furniture to improve pedestrian experience
- parking and loading dock located below grade
- rain gardens in planting strips exceeding requirements
- inclusion of some Permeable pavers
- specialty pavers along the street of Denny and Yale to reduce the island effect and expand the plaza



Pavers Extend Into Street

The team has a goal for this project to be reviewed by the transportation committee in the summer of 2010.

Public Comment

Beverly Barnett, SDOT

Overall I think that the project has been really responsive to the various review boards. I think that the pedestrian environment is a lot stronger. The only issue we have on the table is if the public benefits portion is strong enough for the city council. I think that overall it will be an issue of balance.

Commissioners' Questions/Comments

I have a question about intersections for the Virginia and Minor. Are the streets consistent with what SDOT wants?

Yes, it is consistent. We were fond of the bulb idea, but in conversations with SDOT not wanting the bulb due to vehicular turning radius issues and concerns about the vehicular traffic, we therefore looked at pavement patterns in the street as a replacement.

In the location where you identified permeable paving is that the only area? And why there?

It connects all the planters in the right of way so that it will act as one whole planter and help with stormwater. We haven't engineered the planters in total, so the drainage will still need to be addressed.

I think there is a lot of retail frontage and in this area it might seem to be a little tough to sustain.

We have a big international investor and a push to get this done. It is expensive to do this small retail, but we are making a commitment that we will have street level use. In the increase in residential and office buildings, we see potential.

I think that in the interim of when retail might be vacant could be really important to activating the streetscape.

It is a major improvement to not have the loading dock in that corner.

Are the way finding kiosks the city standard?

Yes.

On Yale Street, what is happening with the street and retail?

There was some discussion of seating and windows there that would be more public. We are struggling on what to do with this corner. We had more people and café seating originally.

My recommendation would be that we do not push too hard for retail and restaurant spillover for this corner.

In looking at the plant material, I would suggest exploring some more unique options, something unexpected.

Where is the LEED stuff?

30% energy savings, low flushing toilets, rain gardens, green roofs technical elements, such as light motion detectors.

Are the green roofs accessible?

Only visually, not walkable. We have some planting areas that is accessible.

Is the character of Denny Way connected with this plan?

Yes, the street trees are consistent.

On Minor Ave, I appreciate the changes and consistency. However pay attention to sightlines and materials separations.