

LAKE TO BAY

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SEATTLE CENTER FOUNDATION

LAKE2BAY COALITION

SEATTLE PARKS FOUNDATION

The connection between Lake Union and Elliott Bay has deep historical roots. A Duwamish village located at the south end of Lake Union was once connected via a westward trail through a meadow to Elliott Bay, where Native Americans maintained fishing encampments.

Citizens, neighborhood groups, and city planners have long dreamt of reconnecting Lake Union, Seattle Center, and Elliott Bay. Plans for an “Entertainment Crescent” linking these areas with Pioneer Square were developed but never implemented.

In 1999, the original concept was developed as a partnership with SDOT (through its Neighborhood Street Fund), the City (through the former City Design office), and Seattle Center. The goal was to link Elliott Bay and Lake Union.

A group of stakeholders came together in 2008 to champion the Lake to Bay Loop, resulting in the current on-the-street wayfinding that identifies a 3.75-mile figure eight pedestrian path.

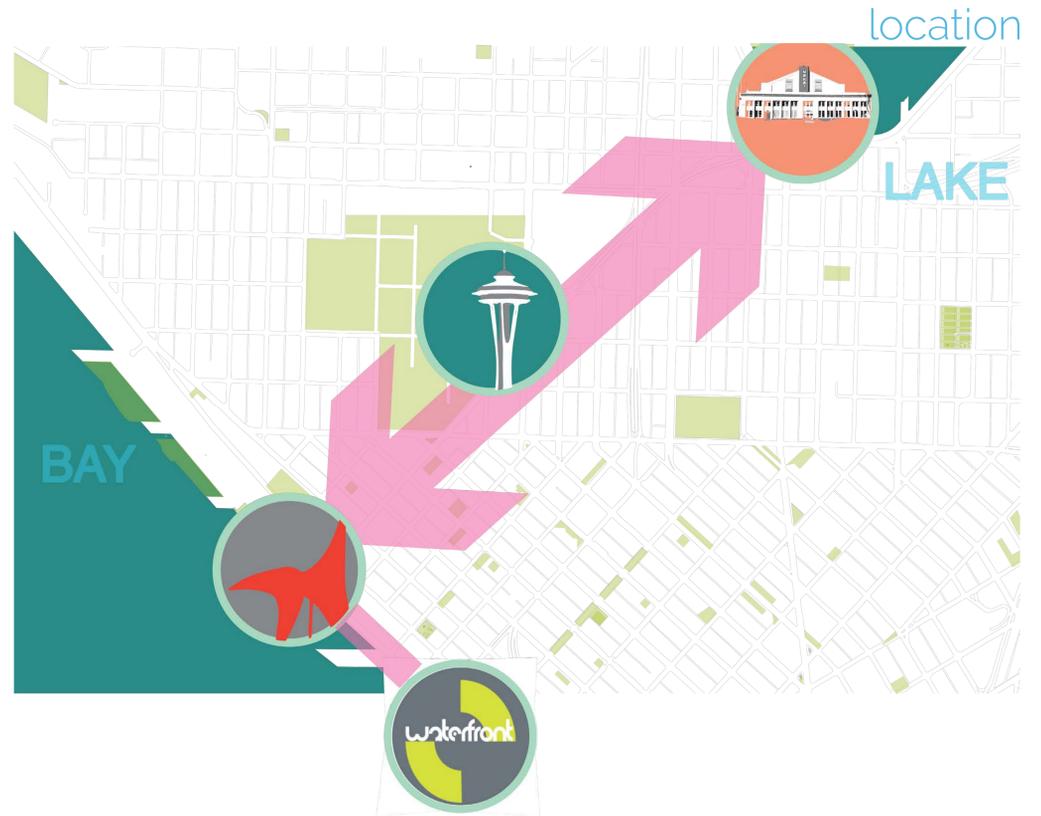
In 2013, the Lake2Bay Coalition, a citizen/stakeholder group, formed to advocate for a comprehensive public space vision for the entire area between the north-end of the waterfront to South Lake Union. The Lake to Bay area, encompassing the Belltown, Uptown, Denny Triangle, and South Lake Union neighborhoods, includes some of our

regions’ most important and iconic public spaces—Seattle Center, Myrtle Edwards Park, the SAM Olympic Sculpture Park, Denny Park, and Lake Union Park.

In its reviews, the Design Commission made recommendations for the Lake to Bay plan, including:

Develop an implementation strategy that allows the trail to be **built incrementally** so that pieces can be done as opportunities arise (2001).

Because the future of the project is uncertain and depends on the Alaskan Way Viaduct alternatives, the Commission encourages the project team to identify temporary and inexpensive ways in which the public can **understand the meaning and design intent** of the trail (2002).



location

current loop



a new connection



COMMISSION REVIEWS

The Design Commission reviewed the Lake to Bay Loop as a planning document, first in 2001 and most recently on June 17, 2010.

BUSINESS & ORGANIZATION PARTNERS

Amazon
AIA Seattle Chapter
Belltown Business Association
Bill & Melinda Gates Foundation
Cascade Bicycle Club
Cushing Terrell

Feet First
FOLK Park Framework
Friends of Kinnear Park
Futurewise
Great City
JZworks
KCTS 9
Lake2Bay Coalition
Lake Union Opportunity Alliance
Pacific Science Center
Queen Anne Community Council
Seattle Art Museum

South Lake Union Chamber of Commerce
South Lake Union Community Council
Space Needle
Uptown Alliance
UW College of the Environment
Vulcan

GOVERNMENT PARTNERS

Seattle Center
Seattle Center Foundation
Seattle Parks and Recreation

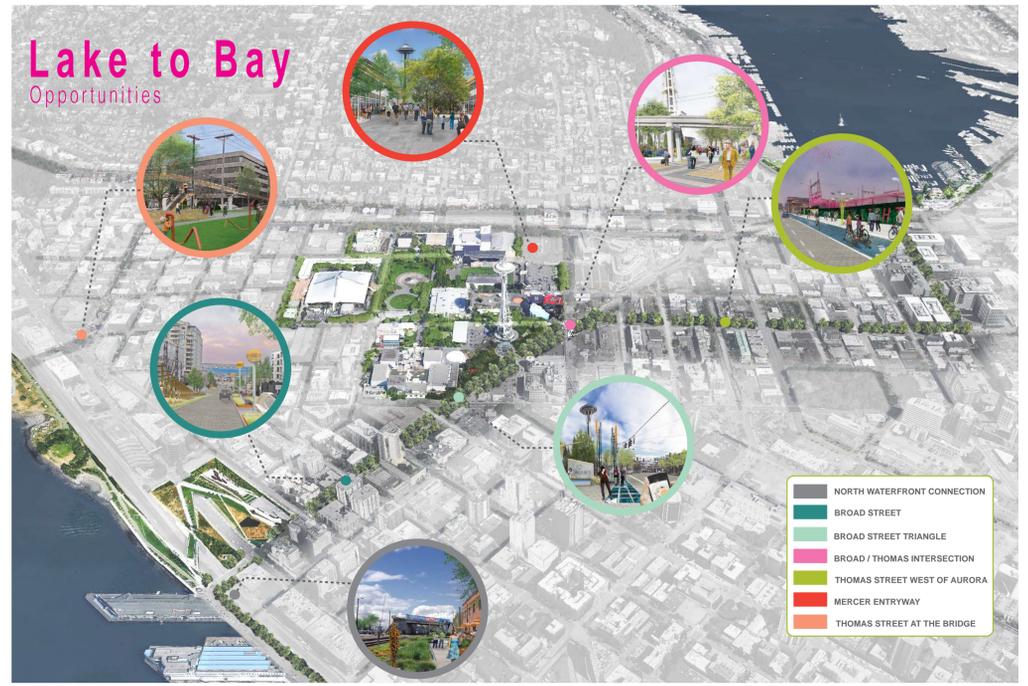
Seattle Parks Foundation
Councilmember Sally Bagshaw
Councilmember Tom Rasmussen
Office of Arts & Culture
Office of the Mayor
Seattle Department of Transportation
Seattle Department of Planning and Development

Seattle
design
Commission

Lake2Bay Coalition

The work of the Lake2Bay Coalition has taken the Lake to Bay Loop to its next iteration by reimagining the opportunity to create a city-defining connection between the north end of the waterfront to South Lake Union and focusing on the importance of improving the public realm throughout the Lake to Bay zone.

A recently complete *Opportunities* map presents a new level of ambition and design standards for both the Lake to Bay connection and the web of streets in the area. Over the last year, the project has benefited from significant financial and human resources. There is a high level of ambition and a strong commitment to bring these ideas to fruition.



NORTH WATERFRONT CONNECTION



BROAD STREET TRIANGLE



THOMAS STREET WEST OF AURORA



BROAD THOMAS INTERSECTION



MERCER ENTRYWAY



MERCER ENTRYWAY

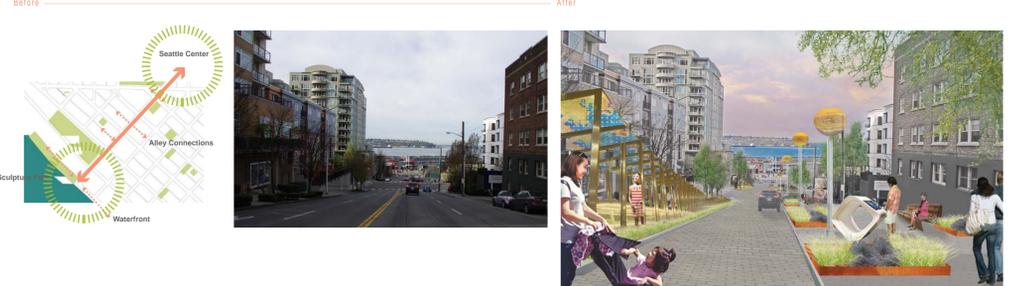


THOMAS STREET AT BRIDGE



THOMAS STREET AT BRIDGE

BROAD STREET



BROAD STREET

OWNER

Seattle Department of Parks and Recreation

CONSULTANTS

Site Workshop
Landscape Architect

WR Consulting
Civil Engineering

AES Associates
Electrical Engineering

LOCATION

7028 9th Ave NW

CONSTRUCTION BUDGET

\$495,000

COMPLETED

Summer 2012

COMMISSION REVIEWS

February 18, 2010

Formerly known as the 9th Ave NW Park, the park was renamed Kirke Park to honor the Norwegian heritage of the neighborhood. Kirke, which means “church” in Norwegian, also references the Church of Seventh Elect in Spiritual Israel, which stood as a cultural institution of the neighborhood at the site for more than 90 years. The new park includes several “rooms” designed to reflect the site’s past as well as the neighborhood’s future, including:

- A community garden with edible plantings that continue the site’s history of producing food
- A secret garden tucked inside three relic walls to provide a quiet, introspective space
- A gathering plaza that acts as the “front porch” and connects to the open lawn, providing the structure for community events and informal play

The park effectively mixes creative and physical play, exploration and discovery, and the beauty of the natural world.

Kirke Park was selected as a pilot project for the new Sustainable Sites Initiative (SITES) and is nearing completion of its certification. Like LEED for buildings, SITES provides comprehensive guidelines for environmentally responsible site development, focusing on soil health, water use, ecological benefits, materials, and maintenance resources.

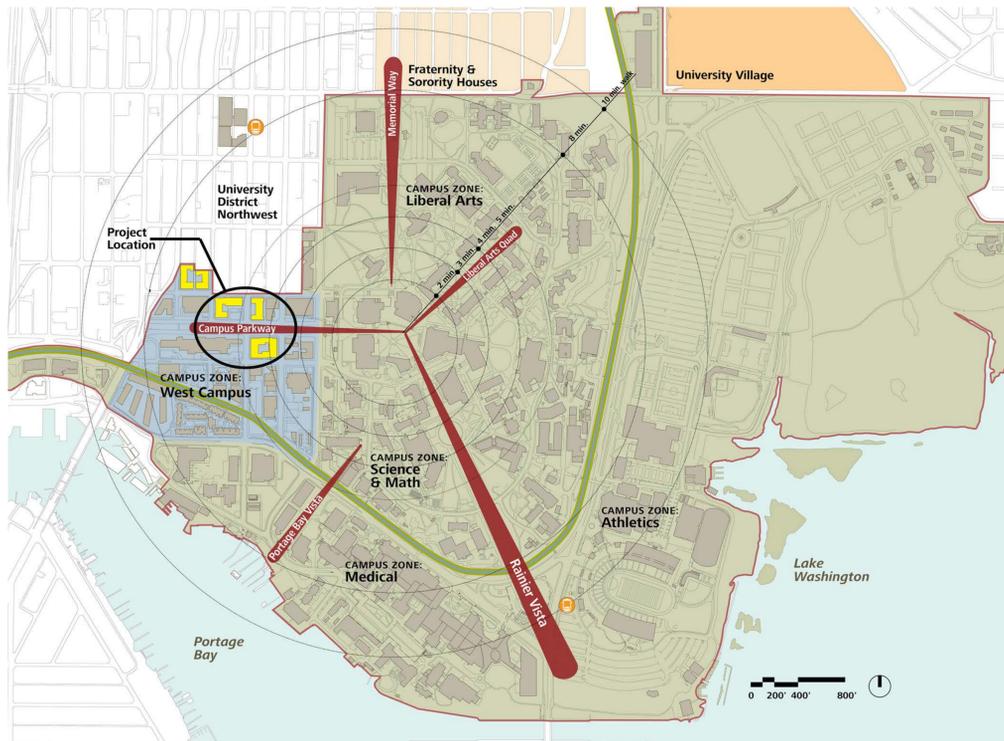


UW WEST CAMPUS

ALLEY VACATIONS PUBLIC BENEFIT

UNIVERSITY OF WASHINGTON

In 2008, the University of Washington developed a comprehensive student housing master plan for the campus. Located at NE Campus Pkwy and Brooklyn Ave NE, Elm Hall and Alder Hall are two of the four student housing facilities built as Phase 1 of this master plan. To fully develop the sites of Elm and Alder Halls, the University petitioned for two alley vacations from the City. The vacations allowed the proposed development to strengthen the quality of the architecture along NE Campus Pkwy and create opportunities to enhance the public realm.



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OWNER/CLIENT TEAM
University of Washington
Owner/Client

Spectrum Development
Services
*Project Management
Consulting*

Seneca Real Estate Group
*Alley Vacation Permitting
Consultant*

EA Engineering, Science and
Technology
Environmental Consulting

DESIGN TEAM
Mahlum
Architect

Gustafson Guthrie Nichol
Landscape Architect
SvR Design Company
Civil Engineer

PHOTOGRAPHY
Benjamin Benschneider
John Keatley
Paul Brown

LOCATION
Surrounding NE Campus Pkwy
in West Campus

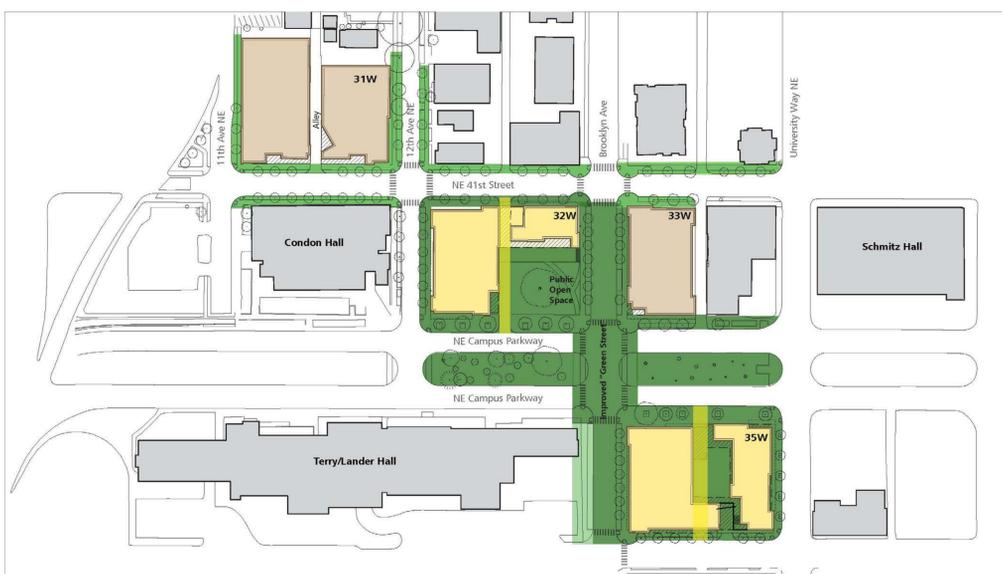
COMPLETED
Summer 2012

COMMISSION REVIEWS
October 15, 2009
January 7, 2010

Seattle
design
Commission

APPROVED PUBLIC
BENEFIT FEATURES

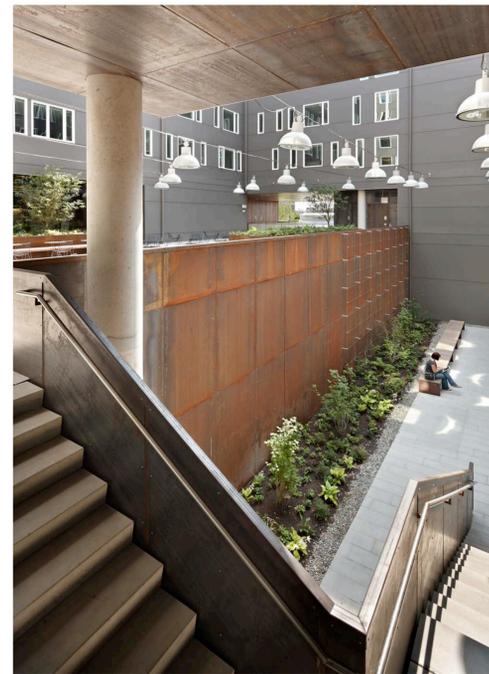
- *Landscaped medians at NE Campus Pkwy*
- *Elm Plaza/Terrace*
- *Voluntary setbacks*
- *Widened sidewalks*
- *Pervious paving to provide natural drainage*
- *Canopies with integrated lighting*
- *Transit amenities including a custom bus shelter, benches, and lean rails*
- *A mid-block pedestrian pass-through*
- *Public courtyard*



maalum PHASE I SCOPE STUDENT HOUSING PHASE I UNIVERSITY OF WASHINGTON | 07 JANUARY 2010

KEY:
■ Proposed Public Benefit
■ Proposed Alley Vacations
■ Additional Urban Improvements
■ Future Urban Improvements

0 25' 50' 100'



SOUTH TRANSFER STATION

SEATTLE PUBLIC UTILITIES

OWNER
Seattle Public Utilities

DESIGN-BUILD TEAM
M.A. Mortenson Company
Design-Build Lead

URS Corporation
Design Lead

The Miller Hull Partnership
Architectural Design

Swift Co. LLC
Landscape Architecture

O'Brien & Company
LEED Consulting

WPA, Inc.
Facility Signage

ARTIST
Carol dePelecyn

LOCATION
130 South Kenyon Street

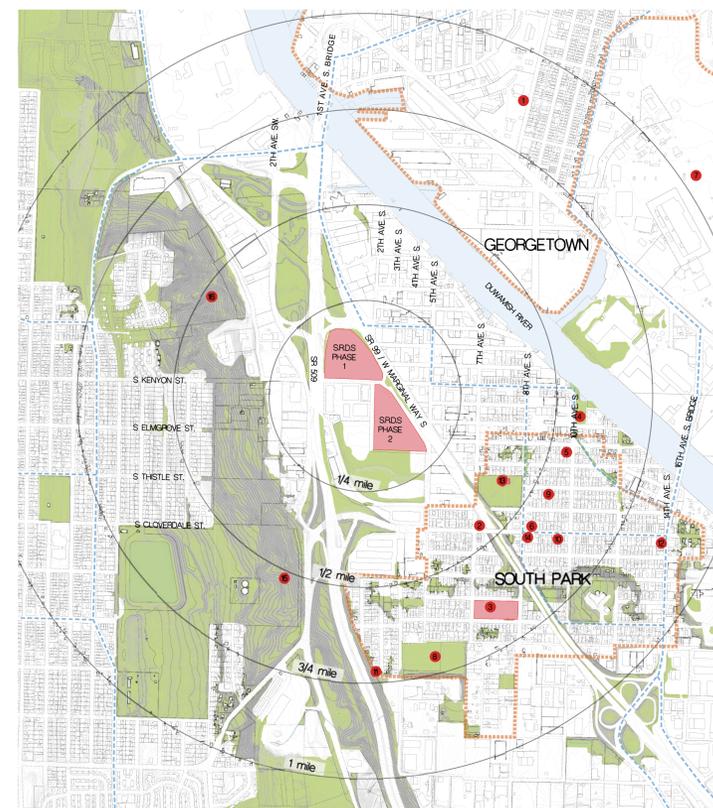
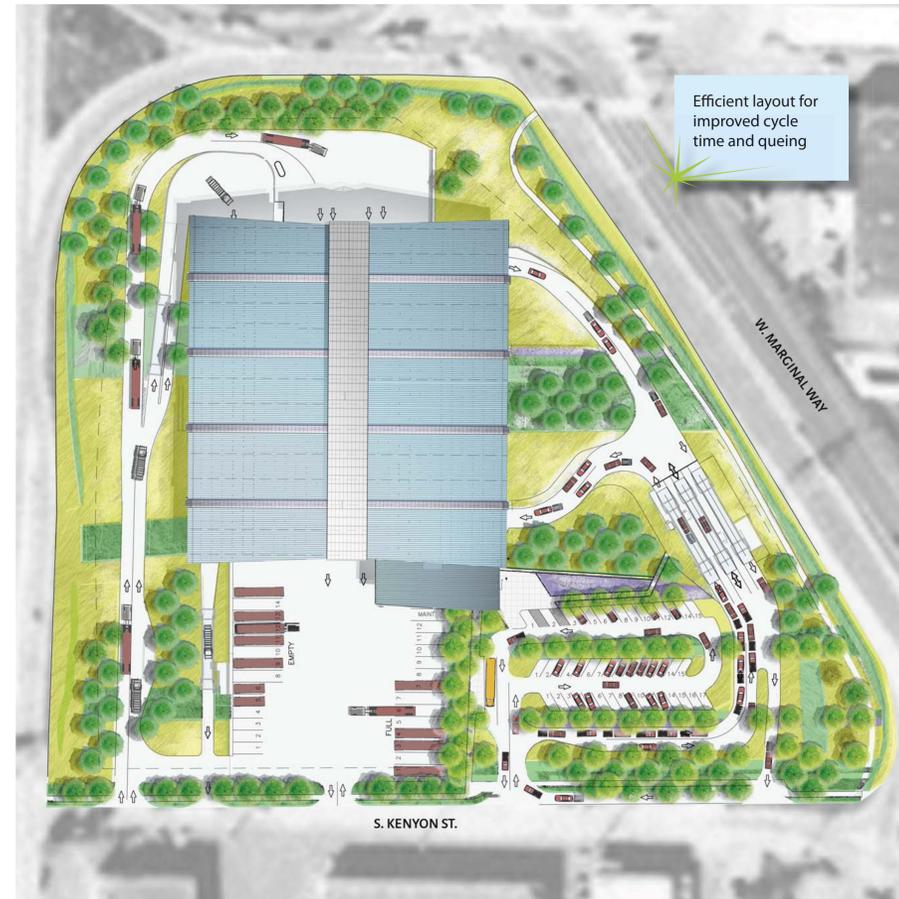
BUDGET
\$51 million

COMPLETED
2013

COMMISSION REVIEWS
May 6, 2010
May 20, 2010
June 17, 2010

One of two city-owned solid waste re-transfer stations in Seattle, South Transfer Station receives the majority of refuse and yard waste collected by garbage trucks. About half the businesses and residents who haul their own waste and recyclables to a facility bring it to the South Transfer Station. The facility consolidates waste into shipping containers for long-haul transport to the Columbia Ridge Landfill in Oregon. Yard waste is consolidated into shipping containers and delivered to a composting facility. Other recyclables are shipped to recycling processors.

The South Transfer Station replaced the South Recycling and Disposal Station, which was built in 1966 and had reached the end of its useful life. Seattle needed a new transfer station to maintain reliable transfer of waste and recyclables out of the city in a safe and environmentally sound manner. SPU also needed a new station to manage the variety of waste received in a manner that would allow the City to divert more materials from disposal and increase the recycling rate.



- LEGEND**
- COMMUNITY AMENITIES
 - GREEN SPACE / WETLANDS
 - URBAN VILLAGE BOUNDARY
 - PATHS / TRAILS
 - 1 CAMPANA OLETZAL
 - 2 CESAR CHAVEZ PARK
 - 3 CONCORD SCHOOL
 - 4 DUWAMISH WATERWAY PARK
 - 5 ENVIRONMENTAL COALITION OF GROWTH ACROSS SEATTLE
 - 6 FREESTATION
 - 7 KING COUNTY AIRPORT
 - 8 MARRA FARM
 - 9 NEW HOPE PRESBYTERIAN CHURCH
 - 10 OROMO CHURCH
 - 11 SEAMAR BOXING
 - 12 SEAMAR COMMUNITY HEALTH CENTER
 - 13 SOUTH PARK COMMUNITY CENTER
 - 14 SOUTH PARK LIBRARY
 - 15 WESTCREST PARK
 - 16 WEST DUWAMISH GREENBELT



NORTH ELEVATION (Standing on North side of building looking South)



SOUTH ELEVATION (Standing on South side of building looking North)



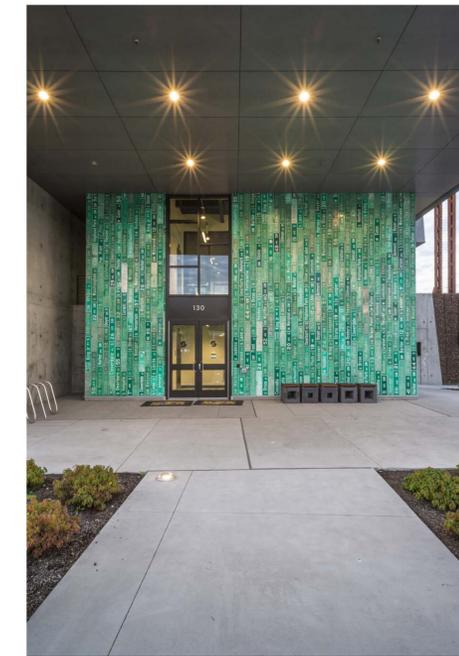
Carol dePelecyn has been artist-in-residence at the South Transfer Station since 2008. She worked with the design team to integrate artwork into the site and the new facility's building design. In response to the community's love for the nearby South Park Bridge, and given her practice of reusing and repurposing salvaged industrial materials, dePelecyn decided to memorialize the original bridge with a large-scale multi-part sculpture that uses decking from the dismantled bridge.

Three large sections of the original roadway grating of the South Park Bridge bascule were repurposed into a sculpture that mimics a stop-action view of a bridge leaf raising or lowering. Recycled road reflectors were integrated into the bridge decking as a play on light. They appear suspended in space within the overlapping bascule leaves.

The two interlocking elements from the center of the bridge span are installed vertically, much like

a beacon or totem, adjacent to the bridge decking sculpture.

dePelecyn also designed a mural for the north and south walls of the main building. The mural consists of an artistic rendering of the Duwamish River both in its early natural course and in its re-channeled course.



My artwork is a tribute to the people of South Park and their beloved old bridge. Although the South Park Bridge was their main artery to Seattle, it had to be removed because the bridge piers had been sinking slowly overtime. Settling caused the teeth of each leaf to hit in the middle, instead of closing. As a result, the teeth had to be ground down periodically to enable the bascules to close to level.

The old bridge reached a point where no more metal could be removed. Therefore, the expansion joint totem is called "Short in the Tooth." The bridge decking installation is considered a keepsake of the old bridge and is called "Memento."



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BELL STREET PARK

SEATTLE PARKS AND RECREATION

CLIENT/OWNER
Seattle Parks and Recreation

CONSULTANTS
SvR Design Company
*Prime, landscape
architecture and civil
engineering*

Hewitt
*Landscape architecture and
urban design*

WSP
Electrical and lighting

ReadWagoner
Community involvement

AGENCY PARTNERS
Seattle Department of
Transportation

Seattle Public Utilities

Department of Planning and
Development

**COMMUNITY
ORGANIZATIONS**
Belltown Business
Association

Belltown Community Council

ARTIST
Sheila Klein

LOCATION
Bell Street between 1st and
5th Avenues

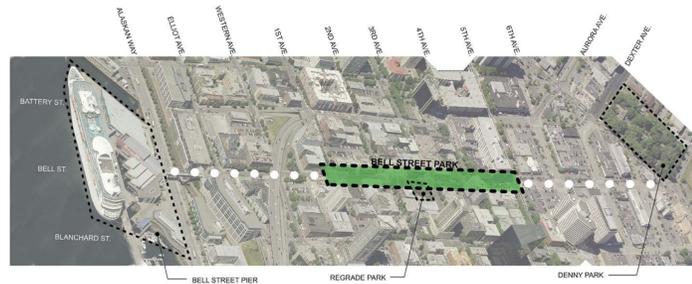
BUDGET
\$3 million

COMPLETED
March 2014

COMMISSION REVIEWS
January 18, 2010
August 18, 2011

Seattle
design
Commission

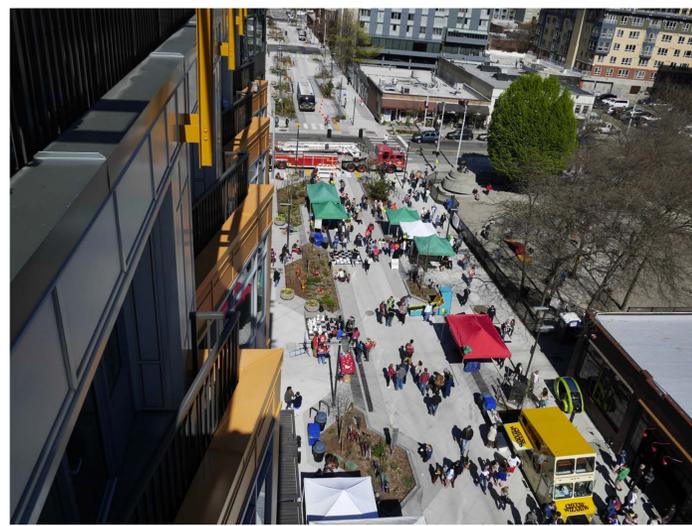
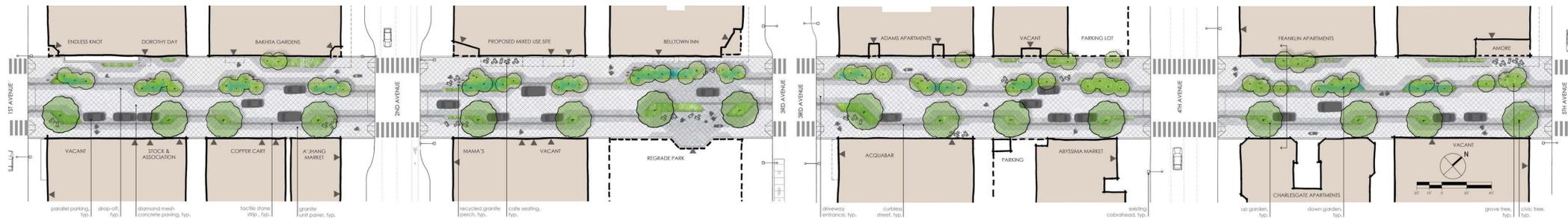
Bell Street Park is a hybrid of park spirit and street functions. Four blocks between 1st and 5th Avenues are the first phase of a long-range vision for a green street corridor stretching from the Elliott Bay waterfront



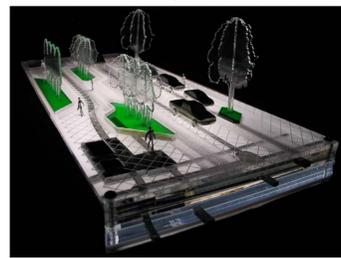
through Belltown to historic Denny Park. When rising land values made the acquisition of sufficient parkland in the vicinity difficult, community leaders and Seattle Parks and Recreation turned to the public right-of-way as an underutilized resource in meeting the open space needs of residents. The design and permitting process lasted from 2009 to 2013. With a budget of approximately \$3 million, construction began in 2013 and completed in March 2014. The project's biggest challenge was safely adding park quality experiences—strolling and playing, gathering

and eating—while retaining vehicular access. Belltown deserved an outdoor living room, but this street park would also continue to serve cars, bikes, buses, and emergency vehicles. Three key decisions addressed these conflicting needs. The first was to turn one traffic lane and one parking lane to multifunctional park use. The second was to elevate the roadway to the sidewalk level to create a curbless and continuous surface. The third was to mix park and street elements into a wall-to-wall tapestry of shared space that blurs the boundaries between pedestrian and vehicular areas.

concept plan



2nd to 3rd Avenue periodically closed for community events and markets.



Transparent model reveals the relationship between subsurface constraints and the flexible framework underlying the street park configuration.



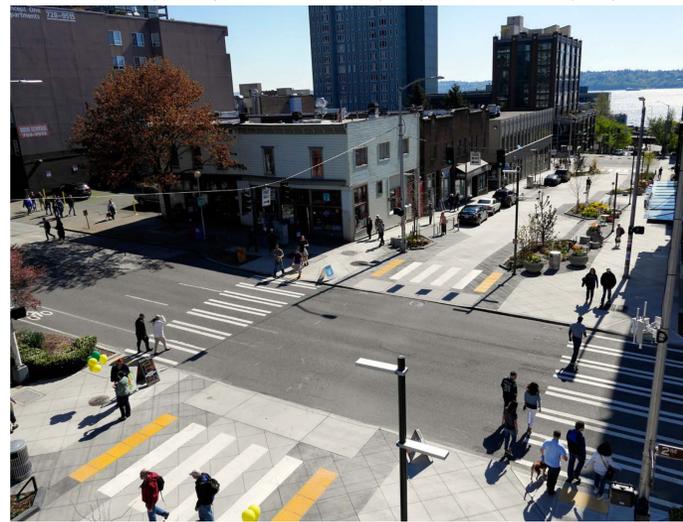
Pedestrians meander through the corridor.



Granite curbs were recycled as informal seating "perches."



Neighbors enjoy the social spaces and movable furnishings in the "eddies."



View west from 2nd Avenue and Bell Street.



View east along 2nd Avenue.

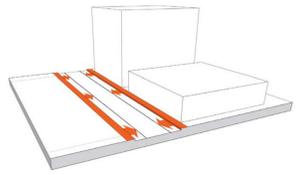


Bicycles and vehicles share the westbound through lane.

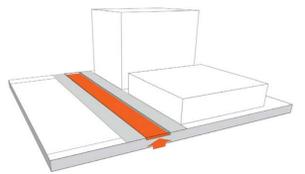


Families enjoy games in the street during a community event.

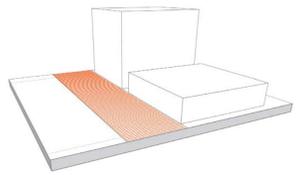
the vision



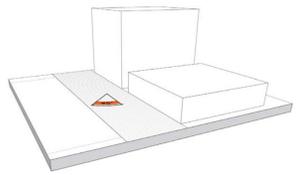
RECLAIM Space for vehicular use was reduced to create more space for plants and people.



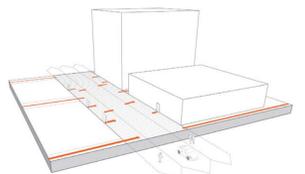
ELEVATE The roadway was lifted to the elevation of the sidewalk to form a shared surface from one building face to the other.



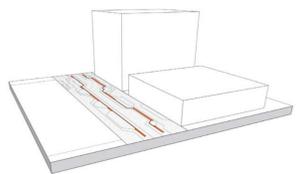
GRID Sawcut scoring was carried across the entire space to unify the corridor and provide a finer grain of detailing that claims the roadway as part of the street park.



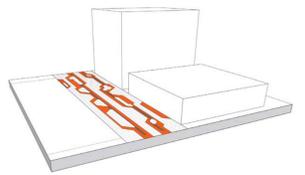
TWIST The grid was twisted to break down streetscape conventions of "along" and "across" and encourage more diverse movements.



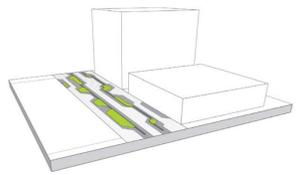
MEANDER Flows of pedestrians, bicycles, and vehicles were meandered to slow cars and create pockets for gathering in appropriate locations.



GUIDE Shared spaces can be challenging for the visually impaired. Tactile pavers form ribbons of texture between planters to signal that one is leaving a pedestrian-only zone and entering a zone shared with vehicles.



BLUR A zone of medium tone and texture radiates from the dark tactile ribbons to narrow the perceived width of the vehicular lane and form "eddies" for activation and gathering.



GROW Bell Street Park has at least ten times as much planter area as similar streets in the urban core. The large planters, combined with structural soil under the pavement, allows for large trees and a "pollinator pathway" of diverse vegetation.

MADISON VALLEY STORMWATER PROJECT PHASE 2

SEATTLE PUBLIC UTILITIES

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OWNER
Seattle Public Utilities

CONSULTANTS
MWH Americas
RH2 Engineering
Nakano Associates
Davido Consulting Group
Aspect Consulting
Envirossues
Staheli Trenchless Consulting

AGENCY PARTNERS
Office of Arts & Culture
Department of Planning and Development
Seattle Department of Parks and Recreation

ARTIST
Adam Kuby

LOCATION
Washington Park

BUDGET
\$29.7 million

COMPLETED
September 2012

COMMISSION REVIEWS
March 19, 2009
June 4, 2009
September 3, 2009

Seattle
design
Commission

This project, the second part of a multi-phase drainage improvement effort, was built because the Madison Valley neighborhood had experienced major sewer backups and surface water flooding that affected many homes over a number of years. Phase 2 of the Madison Valley Stormwater Project included:

- A new 48-inch diameter stormwater pipeline between East John Street and Washington Park
- A partially below-ground 1.3-million gallon stormwater storage tank with an art wall
- A 0.9-million gallon above-ground stormwater holding area in Washington Park

Based on modeling results, stormwater storage would only be needed in the Washington Park above-ground holding area during storms equal to or greater than the size of the two largest storms in the 157-year record. After a major storm, stormwater will flow from the storage system to the combined sewer.



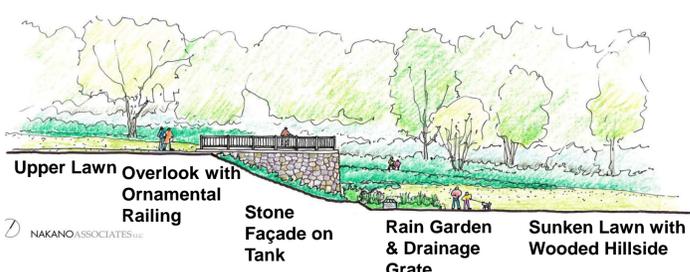
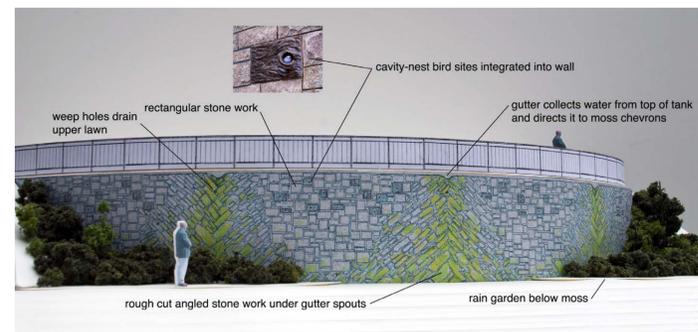
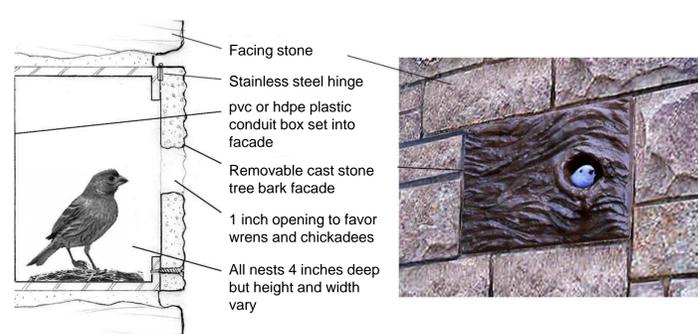
artwork

Adam Kuby's artwork, *Hydro-Bio-Geo*, animates the exposed façade of the 14-foot tall stormwater holding tank. Three pairs of downspouts and weep holes send water down the wall to a rain garden below. These wet zones become lush and green as they are colonized with moss and ferns.

In between, faux-bark façades lead to 29 cavity-nesting bird houses embedded in the wall. As the landscape matures, the bird houses will become more attractive nest sites. The piece is made of basalt, cast acrylic, and recycled plastic.

Together, runoff from above, chevron patterns in the stone, moss, ferns and cavity-nesting bird houses animate the façade of the 1.3-million gallon stormwater tank. What would have been a simple stone wall is now a site for natural processes to emerge and become visible.

Hydro-Bio-Geo is a companion piece to multi-part artwork, *Incrementally*, located nearby at a detention facility. Kuby's artworks are collaborations with the built and natural world that aim to foster a sense of connectedness in our increasingly fractured environment. Each project provides an opportunity to explore how human activity and natural systems can better coexist and how art can promote a deeper sense of place.



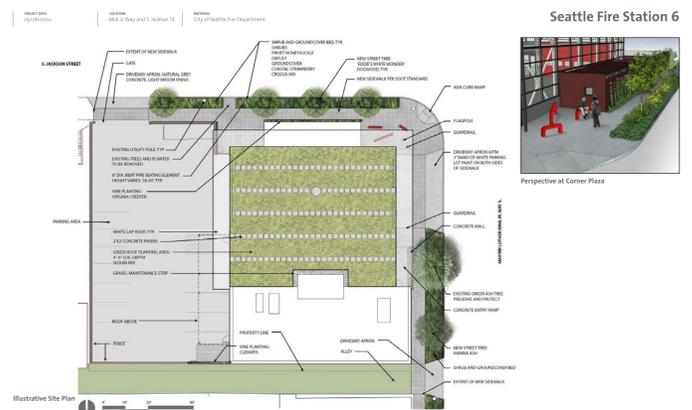
FIRE STATION 6

FINANCE AND ADMINISTRATIVE SERVICES

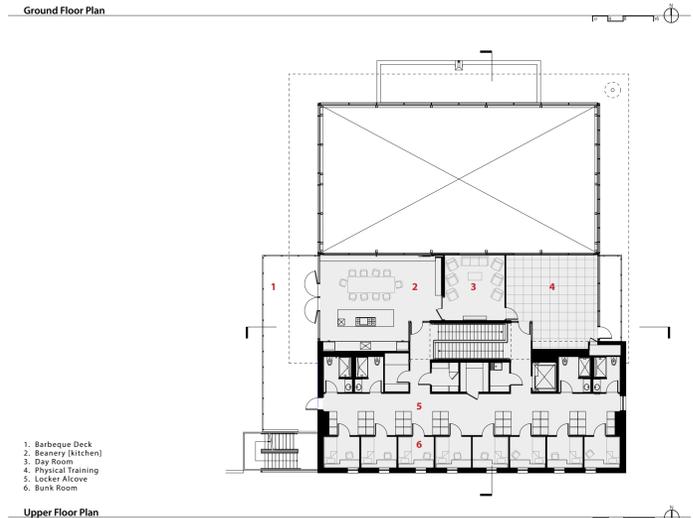
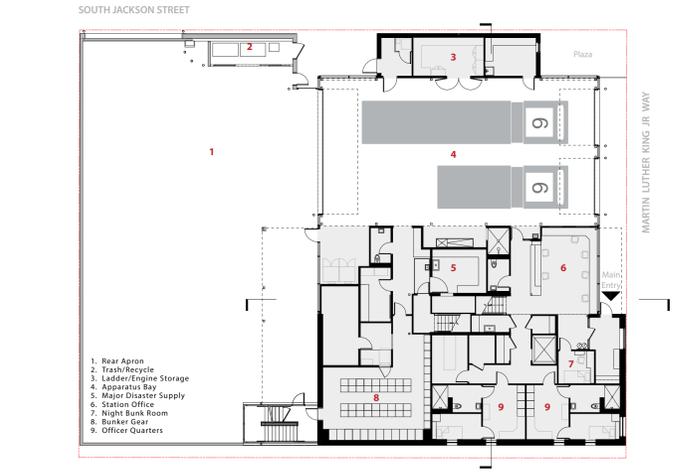
location



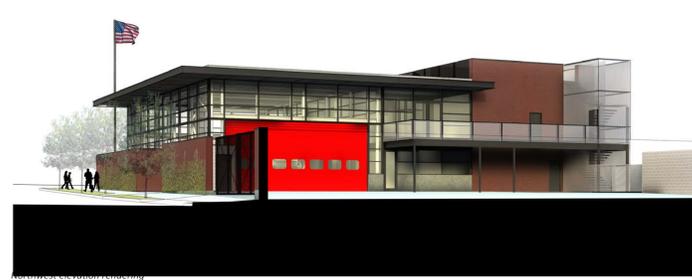
site plan



floor plans



renderings



Fire Station 6 is located at the intersection of Martin Luther King, Jr. Way South and South Jackson St., two significant streets in Seattle's Central District neighborhood. Relocated from a beloved, but out-of-date, historic building three blocks west, the new station design provides up-to-date facilities, improves firefighter response time, and creates safer vehicle circulation while establishing a strong civic presence at a busy and, until now, overlooked intersection.

The highly transparent apparatus bay is placed near the public corner of the site, putting the fire trucks on display and advertising its presence to the surrounding community. The Station Office's location at street level adjacent to the apparatus bay offers visibility in multiple directions and creates a readily identifiable front door that is staffed 24/7.

A small plaza at the northeast corner of the site affords space for pedestrians to safely observe the inner workings of the apparatus bay, which has proved to be especially popular for the local preschool population. Art above the apparatus bay doors by Seattle artist Steve Gardner references Art Deco symbols from the original station.

Fire Station 6 is a LEED Gold building. Sustainability strategies include a ground source heat pump system, a substantial extensive vegetative roof, stormwater reclamation system for irrigation, permeable paving, and energy-efficient HVAC and envelope detailing. The high performance facility incorporates multiple forms of advanced communications technologies and has redundant mechanical and electrical systems to achieve essential facility standards.



design excellence awards

OWNER
City of Seattle

DESIGN TEAM
Weinstein A+U
Architect

Murase Associates
Landscape Architect

Magnusson Klemencic Associates
Civil Engineer

Swenson Say Faget
Structural Engineer
Stantec
Mechanical Engineer
Travis Fitzmaurice
Electrical Engineer
SSA Acoustics
Acoustic Consultant

ARTIST
Steve Gardner

PHOTOGRAPHY
Lara Swimmer

LOCATION
405 Martin Luther King, Jr. Way S

BUDGET
\$6 million

COMPLETED
April 2013

COMMISSION REVIEWS
July 2, 2009
October 15, 2009
May 6, 2010

Seattle
design
Commission