

# Ballard Pump Station

## Commissioners Present

Justin Clark, Chair  
Vinita Sidhu, Vice Chair  
Adam Amrhein  
Elizabeth Conner  
Jill Crary  
Mark Johnson  
Amalia Leighton-Cody  
Elaine Wine

## Commissioners Excused

## Staff Present

Michael Jenkins  
Valerie Kinast  
Aaron Hursey

**Jenny A. Durkan**  
Mayor

**Rico Quirindongo**  
Interim Director, OPCD

**Justin Clark**, Chair

**Vinita Sidhu**, Vice Chair

**Adam Amrhein**

**Elizabeth Conner**

**Jill Crary**

**Azzurra Cox**

**Mark Johnson**

**Amalia Leighton**

**Elaine Wine**

**Michael Jenkins**  
Executive Director

**Valerie Kinast**  
Coordinator

**Juliet Acevedo**  
Administrative Staff

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## Recusals and Disclosures

None

## Project Description

The Ballard Pump Station is a part of the Ship Canal Water Quality Project (SCWQP). The Pump Station will be located at the northwestern terminus of the storage tunnel, between 24th Ave NW, Shilshole Ave NW, Ballard Terminal Railroad, and two existing parking lots. The pump station will include an above-ground structure that is approximately 80 feet in height as well as an underground structure that has an approximate depth of 100 feet. The pump station structure connects to the SCWQP tunnel and houses the pump station equipment. The station will pump stored combined sewage overflow from the tunnel to the West Point Treatment Plant. The project will also include accessible open space, pedestrian improvements, and improvements to the 24th Ave NW street-end.

## Meeting Summary

This was the Seattle Design Commission's (SDC) fourth review of the Ballard Pump Station Project. On November 20, 2020, the SDC approved the schematic design (60% design) proposal for the project. On October 17, 2019, the SDC reviewed but did not approve the concept design. In subsequent subcommittee meetings on 2/20/2020 and 2/24/2020 the concerns with the concept design development were addressed and the design was advanced. The purpose of this meeting was to review the design development (90% design) proposal for the project. At this meeting, the SDC voted, 7-0, to approve the design development for the Ballard Pump Station project

## Summary of Presentation

The project team introduced the project and provided a program overview of the Ship Canal Water Quality Project. Planning of the Ship Canal Water Quality Project began in 2015. It extends from Wallingford to Ballard. Wallingford is the high point and Ballard is the lowest point of the underground tunnel. The Ballard Pump Station is the western bookend of the project (*see Figure 1*). The tunnel is currently under construction. Ballard Pump Station construction will begin in 2023. The overall project must be completed by 2025 in order to meet federal clean water mandates.

SPU is undertaking assessment of all their land holdings across Seattle, including the Yankee Diner site adjacent to the project. The master planning that began in 2018 will be continued in the coming years, and will include the Yankee Diner site. SPU leadership has committed to take the interests of public and community in that location into consideration when planning for use of the diner site. Potential long-term

**October 7, 2021**

9:00 - 11:22 pm

**Project Type**

CIP

**Phase**

design development

**Previous Reviews**

11/19/20, 10/17/19, 1/19/17

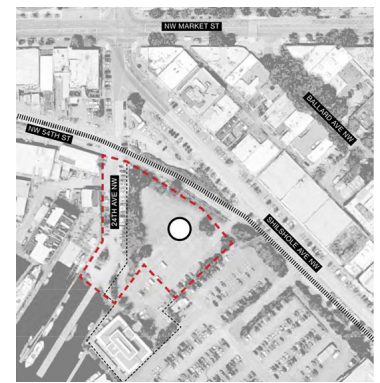
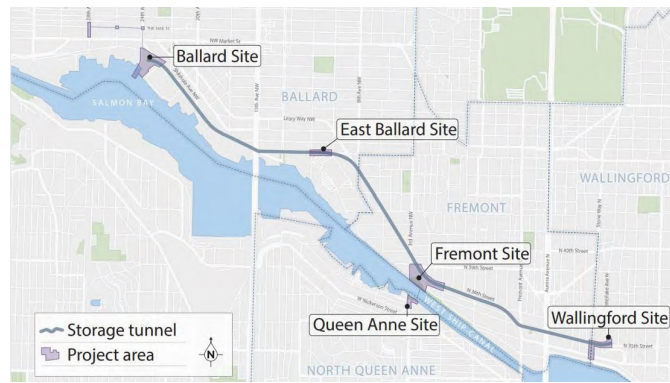


Figure 1: Project location

**Presenters****Jack Chaffin**

Johnston Architects

**Jill Cody**

Dark Light Design

**Andrew Lee**

SPU

**Alan Lord**

SPU

**Aaron Luoma**

HBB

**Keith Ward**

SPU

**Mona Zellers**

Johnston Architects

**Attendees****David Boyd**

Community Member

**Omar Akkari**

SDOT

**David Folweiler**

Community Member

**Jason Huff**

OAC

use of that site was considered in the design of the Pump Station site that is being presented at this meeting.

SPU staff described how the team had involved the community in the design process. They described development of the art, sustainability, and equity strategies for the project. Envision is being used to guide sustainability measures. For equity, WMBE hiring and art contracting are targeting BIPOC artists and firms.

The design team explained the urban context. Mixed-use development is slated just northwest of the site and there is a lot of other new development nearby (see Figure 2). A newly-constructed segment of the Burke Gilman Trail is nearby.

Five goals guided the design as did the conceptual idea of carving out a landscape. A story of the invisible and imagined forces that shaped the site unite the design. A story of octopus woman was developed by the project artist Jeffrey Veregge to tie the elements of the site together.

Part of the site will be in a temporary condition and attention was taken to plan the transition. The design team presented the landscape plan. They presented changes, including the choice of tree species for the tree farm, development of a manual, and the increase in quantity to 200 (see Figure 3). These trees will be used by SDOT in the ROW around the city. It was not possible to move the fence back and make the tree area accessible to the public.

Refinements of the 24th Ave street design was presented. Furnishings has been selected, including seating with a back and bike racks. Paving choices were made in coordination with SDOT and represent a balance of industrial vehicular and public shoreline use. Refinements to the green stormwater infrastructure were presented.

For the shoreline street end, aggregate paving was chosen that gives the appearance of an extension of the pier onto the land. Split rail fencing is planned to protect the phytoremediation area and shoreline plantings.

The design team explained that the interpretive elements will be developed under separate contract so that community can be involved, creative media types can be evaluated, and care can be taken in producing content.

The public art has been further developed. A recessed sculpture footing and surrounding plantings were designed for the Octopus Woman sculpture (see Figure 4).

The lighting was designed to create a layered experience, integrating the tower, art, and landscape. The lighting was employed to contribute to telling of the concept story (see Figure 5). Programming of the tower lighting is part of this.

The tower lattice will be stainless steel. It does not need to be lower grade steel. A video showed the possible lighting movements that would express the weather forecast.

The fencing around the temporary tree farm and pump station yard was developed to be more transparent and simple.

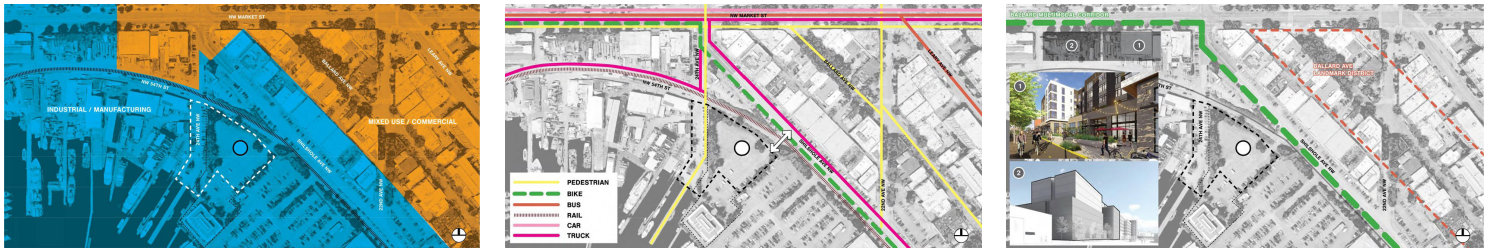


Figure 2: Zoning, access and adjacent development

**Agency Comments**

None

**Public Comments**

**David Folweilwer** commented that a publicly accessible park would be a better use if the Yankee Diner site than offices. He is part of the group Friends of Ballard Waterfront Park. He also questioned the need for fencing off the tree farm.

**David Boyd** commented that the Ballard Hub Urban Village has the least public open space of urban villages outside of downtown and expressed the necessity to maximize public open space in this project. He finds the tree farm of questionable use here. He believes the public should be better connected to salmon bay beyond just the street end. He asks that the public be involved in the process of determining the use of the south end of the site. He preferred the earlier street end design with plantings along the west edge. He asked that the City provide a connection along the water to the Stinson Marina site. He would like to see that established as an interim condition until plans for a permanent path are made. He expressed the need for good maintenance of the south part of the site and the pier.

**Erica Bush**, an incoming, unconfirmed Design Commissioner, asked about the parcel west of the site. She also asked about the extent of improvements on the east side of 24th and whether pedestrians can safely reach Shilshole.

**Agency Comments**

**Omar Akkari**, SDOT, had questions about the cobble material and maintenance of the light fixtures. These will be resolved with the project team in the SIP process.

**Summary of Discussion**

The SDC organized its discussion around seven topics:

1. Equity;
2. Sustainability
3. Public use;
4. Architecture and fencing;
5. Landscape architecture;
6. Art and lighting;
7. The master plan.

**Equity**

Commissioners discussed and appreciated the team acknowledged that the neighborhood the site is in is not diverse, but that equity could still be addressed. The approach to WMBE hiring was lauded. The measures to consider use of the site by people who are homeless was noted. Commissioners expressed strong support for the Indigenous art and the story

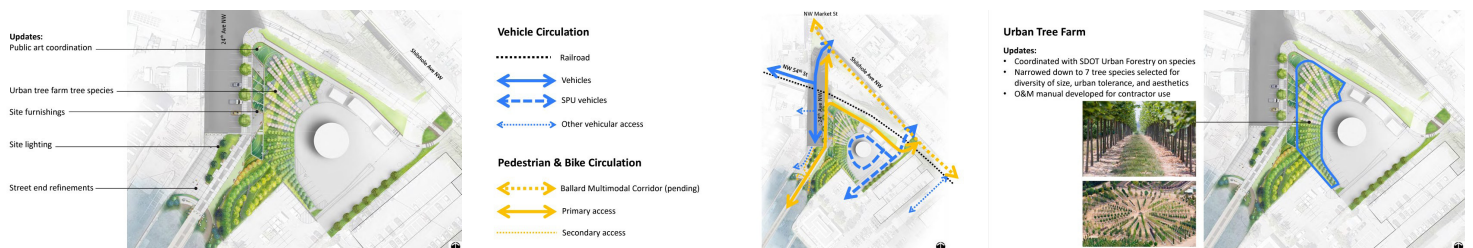


Figure 3: Landscape site plan, site circulation, and urban tree farm

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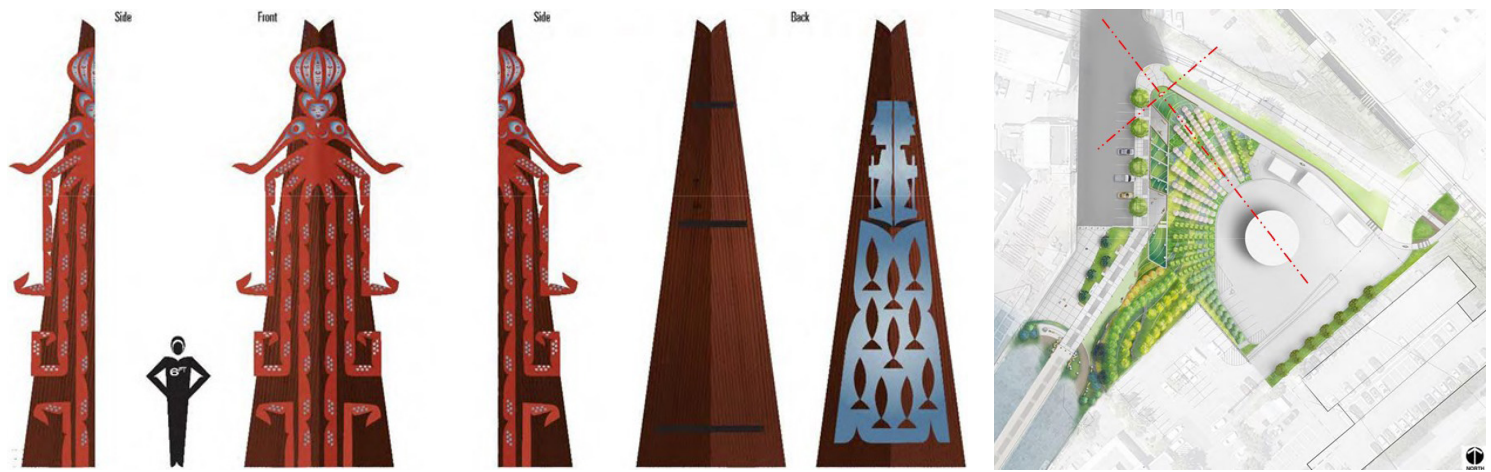


Figure 4: Public art

underpinning the concept for the site design.

### Sustainability

Commissioners expressed concern about the use of galvanized metal and the danger of zinc entering the environment.

### Public Use

The discussion touched on the challenge of balancing the needs and rights of neighboring industrial businesses with the great need for public open space in this part of the city. They were glad to see the opportunity to connect the Ballard core to the water capitalized on. The project is able to deliver this very large, essential piece of infrastructure and still enhance public access and be an asset to the neighborhood (see Figure 6).

Commissioners discussed the opportunities for providing connectivity along the water eastward. While they accept that a permanent connection could be explored when the master plan and future use of the Yankee Diner site is worked out (see section The Master Plan below), they encouraged the City to consider how public access along the shoreline here could be provided sooner rather than after many years.

### Architecture and Fencing

Commissioners discussed whether the fence was needed to protect the trees considering they were slated to be used in planting strips and other urban places where they would need to be robust. Commissioners suggested the team consider again whether the fence could be moved back (see Figure 7). Acknowledging that trees need protection when young, they asked that the fence at least be limited to six feet high. If mesh is used, they asked the team to consider turning diamond/diagonal to perpendicular/vertical.

Fencing at the phytoremediation plantings was discussed. Commissioners pondered whether the split rail could be reduced

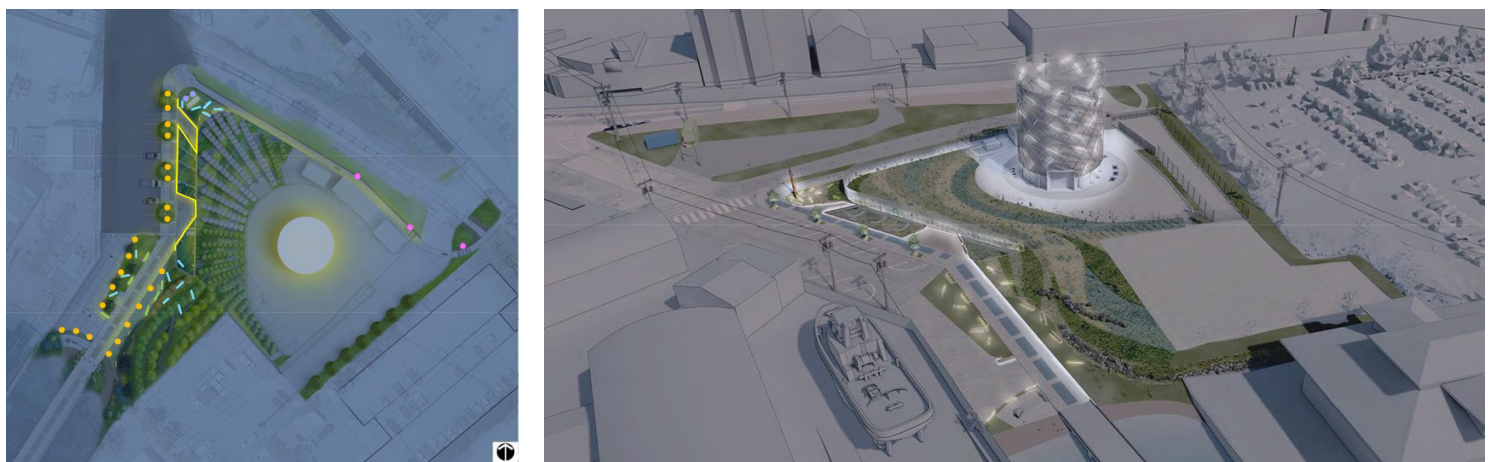


Figure 5: Public art and site lighting

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Figure 6: Public use



Figure 7: Architecture and fencing

even more to a post with wire.

### Landscape Architecture and Street Design

Commissioners supported the idea that an urban tree farm was an interim use. They did have thoughts on the fencing of this area, as described above under Architecture and Fencing.

The SDC was glad to see that the loading of watercraft has been accommodated. They felt that the street end design balanced the need for access to the adjacent industrial business and public enjoyment of the waterfront. They did wonder whether signage might be needed to facilitate safe pedestrian-vehicle interaction and clarify where dogs are allowed.

The Commissioners had some concern that contracting for design of the interpretive elements separately could risk that they are not well coordinated with the existing design. A new designer might not have enough knowledge of uniting the storyline to seamlessly fit in. Commissioners expressed a desire to review the design of the interpretive elements in subcommittee when plans are available.

### Art and Lighting

As at the last meeting, the Commissioners expressed excitement and support for the art. They also supported the lighting design (see Figure 8). They recommended that care be taken with plans for how the lighting is orchestrated. The lighting should enhance rather than distract from or overwhelm the sculpture itself, and respect both the object and its location.

### The Master Plan

The Commissioners discussed the approach to master planning the overall site. They appreciated SPU's commitment to serve the public with future programming of the Yankee Diner site. Providing public access to the waterfront was seen as important in this urban village that has grown rapidly and has a lack of open space (see Figure 9).

For future planning of the Yankee Diner site, commissioners felt it was very important to provide access along the water and that this should connect eastward to new developments that are being built. They did not see this as in opposition to using the site for City of Seattle administration purposes, though. Commissioners advised that the master plan and future use of the Yankee Diner site enhance and expand public access to the waterfront.



Figure 8: Art and lighting



Figure 7: Architecture and fencing

**Action**

The SCD thanked the team for their presentation of the design development for the Ballard Pump Station. They commended the team for the high level of coordination with various City departments, and for finding a balance between the needs of maritime stakeholders and the general public. The SCD was glad to see the equity measures, prominence of sustainability, improved access to the pier, consideration of homeless people, and celebrating indigenous communities. Coordination among engineers, architects, landscape architects, artists, and lighting designers was exemplary. This is an excellent case study of a utility project that achieves goals of expression of use and enhanced community benefit.

The SCD voted, 8-0, to approve the design development phase (90% design) of the Ballard Pump Station with the following condition:

1. Provide an opportunity for the SCD to advise in the master planning process.

**Recommendations:**

1. Bring the plans for the interpretive elements to the SCD for review, possibly by a subcommittee;
2. Expand and strengthen public access to the waterfront in plans for future development at the Yankee Diner site and in areas that will receive interim uses;
3. Provide a safe, pleasant pedestrian connection along the water to the Stinson Marina to the east;
4. Ensure that signage addresses all the various uses that will be occurring at the site, including where dogs are allowed;
5. Reduce the height of the fence around the tree farm to six feet;
6. Reconsider the use of galvanized metal;
7. Explore how the split rail fence can be minimized even more;
8. Plan for who will be managing and programming the lighting. Pay attention that the lighting enhances the sculpture and surroundings and does not overwhelm it or distract from it.