

Marion St. Bridge

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Commissioners Present

Rachel Gleeson, Acting Chair
Justin Clark
Evan Fowler
Laura Haddad
Mark Johnson
Rick Krochalis
Ross Tilghman

Commissioners Excused

John Savo, Chair
Ben de Rubertis, Vice Chair
Brianna Holan

Project Description

Marion Street Bridge provides a connection between Downtown and Colman Dock and the Waterfront. A portion of the existing bridge will be replaced as part of the removal of the Alaskan Way Viaduct and reconstruction of Alaskan Way. The project is a part of the Waterfront Seattle development and is being designed in cooperation with the Washington State Department of Transportation (WSDOT). The bridge will be constructed out of concrete and will include a 16 ft. wide pathway, lighting, and pedestrian railing. The bridge will be constructed in two phases. Phase I includes the design and construction of the bridge crossing Alaskan Way from Colman Dock to Western Ave. A potential Future Phase will include the design and construction of the pedestrian pathway above Marion St. from 1st Ave to Western Ave.

Meeting Summary

This was the Seattle Design Commissions (SDC) first full review of the Marion Street Bridge project. The purpose of this meeting was to review the concept design for the project. After the presentation and discussion, the SDC voted, 7-0, to approve the concept design for the Marion Street Bridge project with several recommendations.

Recusals and Disclosures

Justin Clark, disclosed that his employer, WSP, is working on the Waterfront Seattle project, but they are not a part of this project team

August 2, 2018

2:30 - 4:30 pm

Type

Skybridge

Phase

Concept Design

Previous Reviews

None

PresentersMiguel Rosales
Rosales Partners**Attendees**Paul Bott
HDRAngela Brady
Office of the WaterfrontElizabeth Clark
HDRKit Loo
Office of the WaterfrontSteve Pearce
Office of the WaterfrontJesse Prince
Reyes EngineeringStephen Wilson
SDOTJesse Prince
Reyes Engineering**Summary of Presentation**

Miguel Rosales, of Rosales Partners, presented the concept design phase for the Marion Street Bridge project. The presentation team provided a brief overview of the project goals, existing site conditions, and project design criteria. The project will replace an existing bridge and pathway spanning from the intersection of 1st Ave and Marion St to Colman Dock Ferry Terminal. The project will be developed in two phases. Phase I includes the design and construction of the pedestrian bridge and walkway from Western Ave to Colman Dock Ferry Terminal. A potential Future Phase will include the design and construction of the pedestrian pathway from 1st Ave to Western Ave. While Phase I is fully funded, funding for the potential Future Phase has not been allocated.

The team then provided an update to the bridge design since the project was previously reviewed at a subcommittee meeting in February 2016. Since then, the team has moved forward with design option constructed out of cast-in-place (CIP) concrete (see figure 1). The main span of the bridge will stretch across Alaskan Way and will include pedestrian railing and lighting. The bridge will connect to the main level (second level) of Colman Dock Ferry Terminal, where pedestrians will have access to stairs and elevators to reach the street below. Near Western Ave, the new 16-foot wide pedestrian walkway will transition to the existing 10.8-foot wide pedestrian walkway through the use of a transition ramp (see figure 2). This is an interim condition that will be removed once the future phase is constructed (see figure 3).

The project team then discussed the design and location of the structural piers and bridge lighting.

Agency Comments

None

Public Comments

None

Summary of Discussion

The commission organized its discussion around the following issues:

- Overall concept
- Urban design integration and architectural expression
- Safety, lighting, and artwork
- Phasing
- Sustainability

Overall concept

The discussion of the overall concept also included discussion about circulation, access, mobility, and the integration of the design with the surrounding Waterfront and Colman Dock projects. The SDC commented that it is difficult to understand how the bridge will integrate with both end points, at Colman Dock and 1st Ave. Commissioners hope this will be resolved once the design for Colman Dock ferry terminal is finalized. The SDC then recommended that the project team provide more details about how the design and materials used will provide a transition where the bridge intersects with the Colman Dock ferry terminal. The Commission is concerned that the increased width of the proposed pedestrian pathway, where the bridge intersects with 1st Ave and Marion St., will restrict pedestrian flow along Marion St. and recommended the project team provide a design strategy to address potential circulation issues



Figure 1: Proposed bridge design



Figure 2: Proposed design for transition ramp (left) and intersection with Colman Dock (right)

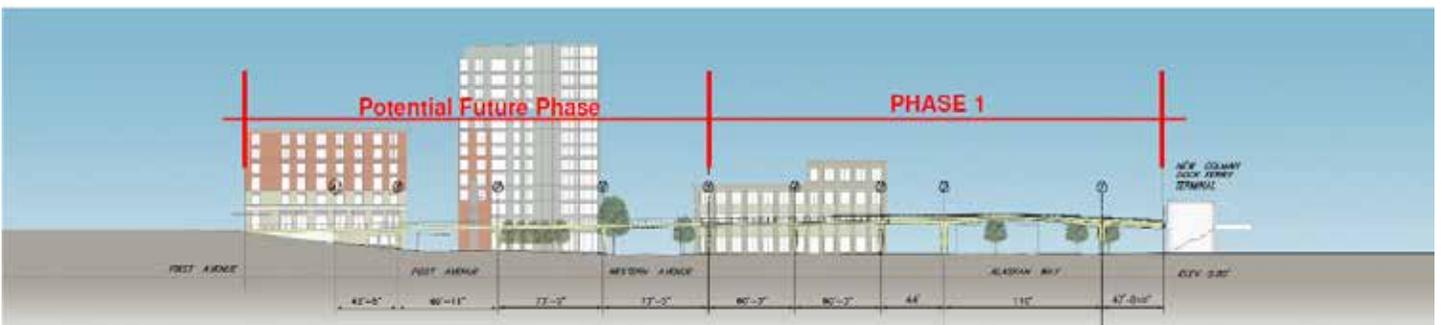


Figure 3: Proposed design for phase one (right) and potential future phase (left)

August 2, 2018

The Commission also acknowledged the lack of vertical circulation and recommended the project team explore ways to provide additional vertical circulation elements. Commissioners then commended the project team for coordinating with adjacent private development to provide additional circulation – stair and elevator – but also recommended the project team provide an alternative plan if coordination with adjacent development cannot occur. The SDC then discussed project wayfinding. The Commission is concerned with the lack of wayfinding along the bridge and ferry terminal building and strongly recommended that circulation pathways as well as stair and elevator access within Colman Dock be clearly marked.

The SDC then complimented the project team for the proposed bridge design. Commissioners agreed the bridge is appropriately designed given its proximity to other projects along the waterfront. The Commission agreed there is a high level of consistency throughout the overall design. The SDC then recommended the project team understand how the final design details of the adjacent waterfront will potentially affect the design of the bridge.

Urban design integration and architectural expression

The SDC commended the design team for the overall geometry of the bridge. Commissioners then reiterated the importance of integrating the bridge with the surrounding projects, specifically Colman Dock. The Commission encouraged the project team to provide more information concerning the durability and the long-term maintenance of the proposed concrete stain. The SDC then stressed the importance of coordinating appropriate materials palette and finishes with the waterfront project. The Commission also recommended the project team reevaluate the approach to better integrate the V structure into the overall column design, focusing especially on the approach span columns.

Safety, lighting, and artwork

The SDC commended the project team for their approach to lighting within the bridge columns. Commissioners are concerned the proposed pin lighting is not appropriate nor integrates well with the overall bridge design. The Commission then strongly recommended the project team provide a lighting design that is well integrated and will match the overall elegance and sophistication of the bridge design. Commissioners also suggested the project team understand the protocol/design opportunities related to the programming, pattern, and sequencing of lighting elements.

Although the SDC agreed with not providing artwork on the bridge, given its proximity to art along the waterfront, the commission did recommend the project team explore ways to provide artwork along the pedestrian walkway between Western Ave and 1st Ave.

Phasing

The SDC is concerned with the lack of funding and timeline to construct the potential future phase of the project. Commissioners strongly recommended the project team explore additional funding sources to either construct the entire project during one phase or to reduce the interim condition between phase I and the potential future phase construction. The Commission is also concerned with the proposed interim design where the new and existing structures intersect. Commissioners recommended gradually tapering the width of the new walkway section as it connects with the existing walkway during the interim period in order to reduce congestion.

Sustainability

The SDC recommended the project team provide more information about the sustainability strategy, specifically as it relates to materials selected for the design.

Action

The SDC thanked the project team for their presentation of the concept design for the Marion Street Bridge project. Overall the commission appreciated the team's continued coordination with other local and state organizations. The Commission also recognized the positive changes made to the concept design. The SDC voted, 7-0, to approve the concept design for the Marion Street Bridge project with the following recommendations:

1. Provide a lighting design that is well integrated and will match the overall elegance and sophistication of

the bridge design

2. Consider increasing vertical circulation and connectivity along the bridge
3. Continue to provide updates related to the coordination with the adjacent private development to provide additional stair and elevator access to the bridge. Provide an alternative plan if coordination with adjacent development cannot occur.
4. Encourage all pathways entering/exiting the bridge as well as stair and elevator access within Colman Dock be clearly marked.
5. Reevaluate the approach to better integrate the V structure into the overall column design, focusing especially on the approach span columns.
6. Explore additional funding sources to either construct the entire project during one phase or to reduce the interim condition between phase I and the potential future phase construction
7. Consider allocating funding for pedestrian scale artwork as part of the project scope for the potential future phase
8. Explore tapering the width of the new walkway section as it connects with the existing walkway during the interim period in order to reduce congestion
9. Provide more information about the sustainability strategy, specifically as it relates to materials selected for the design
10. Provide more details about how the design and materials used will provide a transition where the bridge intersects with the Colman Dock ferry terminal
11. Explore design solutions for potential circulation issues where the bridge intersects with 1st Ave and Marion St.