

SR-520 Roanoke Lid & Portage Bay Bridge

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Mayor

Samuel Assefa
Director, OPCD

Ben de Rubertis, Chair

Brianna Holan, Vice Chair

Justin Clark

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Commissioners Present

Ben de Rubertis, Chair
Brianna Holan, Vice Chair
Justin Clark
Laura Haddad
Rick Krochalis
Amalia Leighton
Vinita Sidhu
Lucas Whitesell
Elaine Wine

Commissioners Excused

Mark Johnson

Project Description

The Washington State Department of Transportation (WSDOT) is redeveloping the Seattle segment of the State Route (SR) 520 corridor between I-5 and Lake Washington. The redevelopment will include new bridges that meet current seismic standards, HOV capacity, updated roadways, new pedestrian and bicycle facilities, improved transit connections, open spaces, and enhanced non-motorized connections. The project is being developed in several phases. The Seattle Design Commission (SDC) is providing guidance to WSDOT and the SR 520 team on urban design concepts for the Roanoke Lid and Portage Bay Bridge, which will be constructed by a design-build contract. The proposed concepts will include design elements and principles that will be embedded in WSDOT's request for proposals (RFP) which will be used to receive bids from design-build project teams.

Meeting Summary

This was the SDC's third briefing of the SR 520 – Roanoke Lid and Portage Bay Bridge project design. The purpose of this meeting was to review the updated concept design for the project. After the presentation and discussion, the SDC provided a summary of conditions and recommendations for the project team as well as a summary of endorsed elements that should be carried forward into the RFP process.

Recusals and Disclosures

Brianna Holan disclosed that she had previously worked on the project while working for LMN Architects

Justin Clark disclosed that his employer, WSP, is a sub consultant for WSDOT's owner's representative team, but that he has not worked on the project in any capacity.

November 7, 2019

9:00 am - Noone

Type

CIP

Phase

Briefing

Previous Reviews[9/5/19, 6/6/19](#)**Presenters**

Michael Fitzpatrick

SR 520 Team

Matt Gurrad

SR 520 Team

Victoria Morris

SR 520 Team

Osama Quotah

SR 520 Team

Attendees

Hasti Afkham

SR 520 Team

Adam Amrhein

SR 520 Team

Pete Delaunay

Portage Bay Roanoke Park Community Council

Raichle Dunkeld

Meeting attendee

David Graves

SPR

Clair Leighton

SR 520 Team

Robyn Mills

SR 520 Team

Ron Paananen

SR 520 Team

Carl Stixrood

Portage Bay Roanoke Park Community Council

Amanda Tse

SDOT

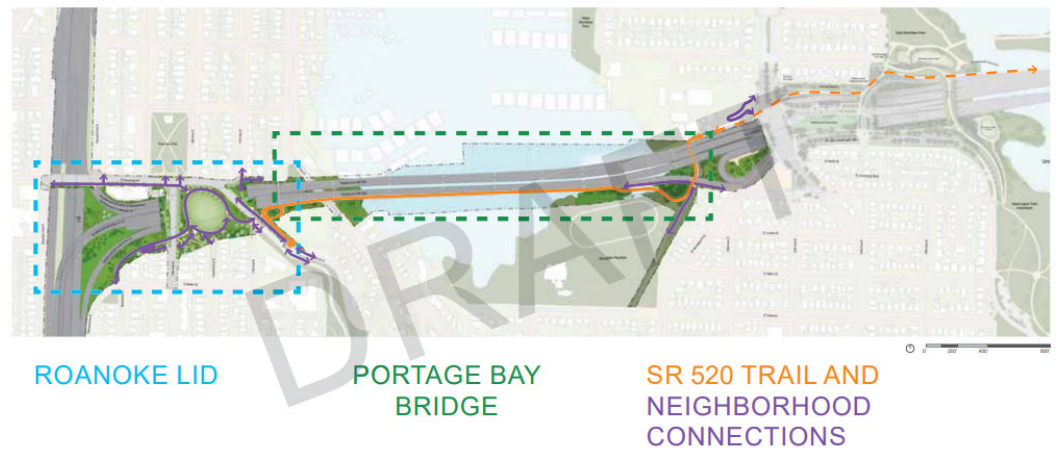
Major Elements

Figure 1: Project location and neighborhood context

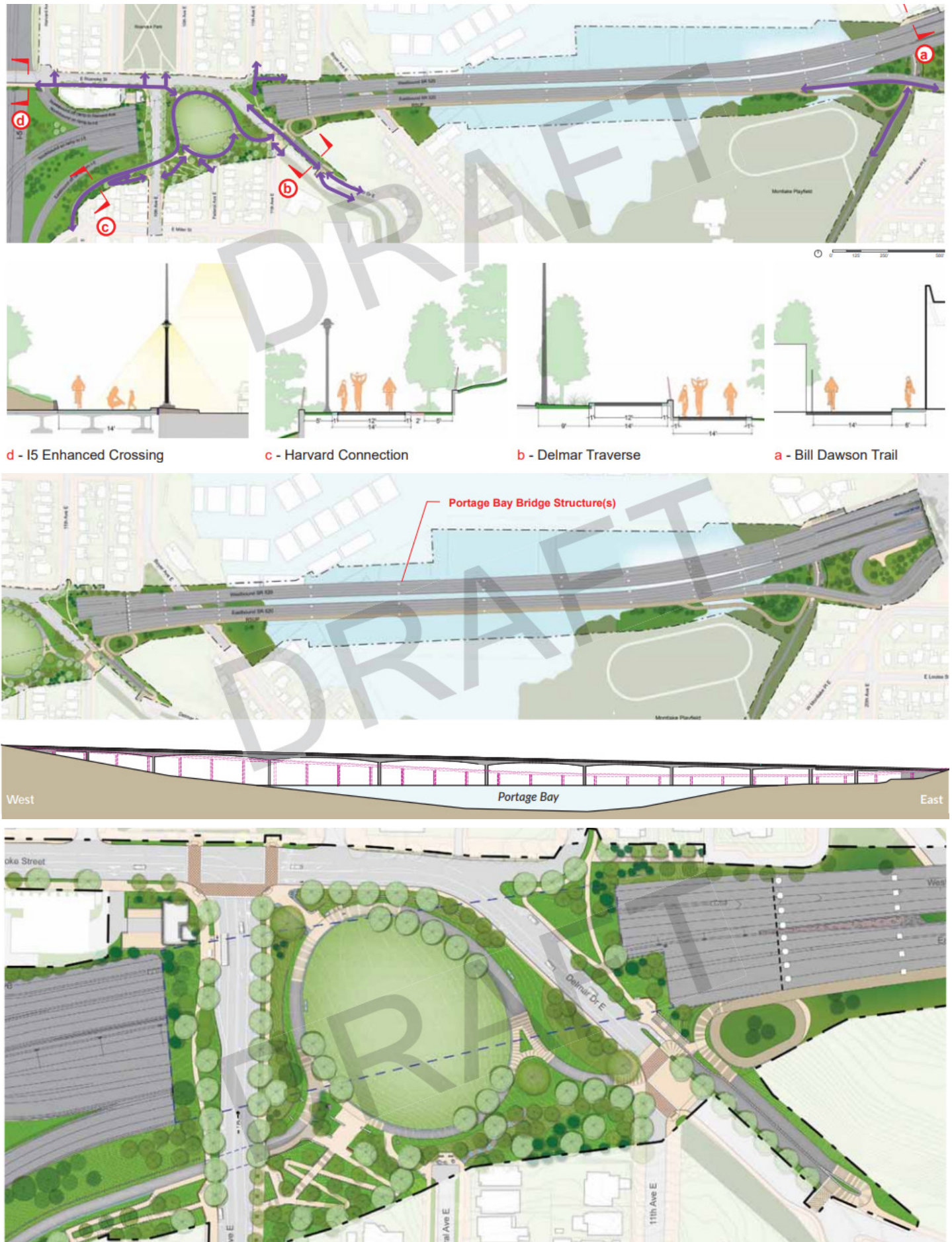
Summary of Presentation

Victoria Morris, Osama Quotah, Michael Fitzpatrick, Matt Gurrad, of the SR 520 Team, presented the third briefing of the SR 520 – Roanoke Lid and Portage Bay Bridge project. The presentation was organized to provide a summary of previous public outreach, project context, and sustainability and equity. The project team then discussed design updates to the Sr 520 Trail and neighborhood connections, Portage Bay Bridge, and Roanoke Lid.

The SR 520 trail network includes a series of trails on the east and west side of the Portage Bay Bridge as well as bridge connections, connecting the trails to a pathway along the Portage Bay Bridge (*see figure 2 for more detail.*) The updated design includes design elements that are consistent throughout the network, including the design of walls, pedestrian rails, lighting, mixing zones, and vegetation. The network also included unique design elements within the Bill Dawson Underbridge, bridge connections, 10th Ave Tunnel, and I-5 crossing.

The project team then provided updates to the Portage Bay Bridge design (*see figure 2 for more detail.*) The team provided a light and shade analysis for both one and two bridge options, but then focused on a two bridge alternative when presenting additional bridge elements such as roadway signage, lighting, railing, corbels, and piers. Lighting fixtures include WSDOT standard cobra head lighting as well as pedestrian scaled light poles and trail lighting within the railing.

The Roanoke Lid is designed to serve as a neighborhood green, connecting the North Capitol Hill and Roanoke neighborhoods, through a series of pathways, outlooks, viewpoints, and central open space (*see figure 2 for more detail.*) The lid will include planting palettes that will be unique to their specific environment. The north Capitol Hill buffer and Green Gateway will include mature trees and shrubs, while the planting palettes along East Roanoke St, Delmar Dr E, 10th Ave E will include street trees and low-lying vegetation. The proposed open space will not include specific programming elements but is designed to serve as a flexible space. The Roanoke Lid will also include a series of vehicular lighting along the street edges as well as pedestrian scaled lighting located throughout the open space, 10th Ave Tunnel, trail, and underbridge area.



d - I-5 Enhanced Crossing

c - Harvard Connection

b - Delmar Traverse

a - Bill Dawson Trail

Figure 2: Updated design proposal for the trail network (top), Portage Bay Bridge (middle), and Roanoke Lid (bottom)

Agency Comments

Lyle Bicknell, OPCD, stated that the SDC needs to recognize and endorse the design build model and elements that are of importance.

David Graves, SPR, mentioned that SPR will maintain the Roanoke Lid similarly to the way the Montlake Lid will be maintained. David commended the project team on their design proposal and then mentioned that the Roanoke lid has the potential to be very successful and to be valued by the surrounding neighborhood. David also stated that there has been a lot of discussion around programming for the Roanoke Lid and suggested that the space not be overprogrammed, allowing it to be a place that will become an asset to the community.

Public Comments

Pete Delaunay, Portage Bay Roanoke Park Community Council, spoke towards the Historic character of the neighborhood and whether the proposed bridge design is representative of that historic perspective in terms of profile and lighting. Pete encouraged the SDC to analyze the design that WSDOT has proposed.

Carl Stixrood, Portage Bay Roanoke Park Community Council – is concerned that integration with the surrounding neighborhood has been left out from the project proposal. Carl then spoke about connectivity issues and the isolation of activities within the open space. Carl also mentioned that they are requesting a funding program for shoreline planting as well as planting along park to screen the adjacent road.

Summary of Discussion

The Commission organized its discussion around the following issues:

- Regional Shared Use Path, trails, and connectivity
- Bill Dawson underbridge crossing
- Portage Bay Bridge
- Roanoke Lid and Boyer underbridge crossing

During the discussion of each issue, the Commission addressed the following:

- How the proposal reflects the concept design vision
- Elements that need to be moved forward into the RFP
- Additional recommendations
- Additional conditions

Regional Shared Use Path, trails, and connectivity

The SDC commended the project team for elevating the experience along the RSUP through the design and location of specific elements such as lighting and encouraged the team to think about opportunities to create a custom or unique lighting element to further elevate the user experience. The Commission then commented on the location and design of the mixing zones. Commissioners recognized the importance of the mixing zones and appreciated the continuity of paving materials used throughout each zone. The commission then recommended the project team specify in the RFP to maintain the design and location of each mixing zone and requiring the design build team to provide explanation for any design changes. The SDC then recommended that the RFP include criteria for providing design alternatives in the RFP to provide better understanding as to what alternatives should include.

The SDC then recognized that the RSUP provides many regional and local trail connections and that, while local connections should be maintained, the regional path should have priority connectivity over local use.

Bill Dawson underbridge crossing

The SDC discussed the proposed layout and design of the ground plane of the Bill Dawson underbridge area. Commissioners had differing opinions on how the proposed boulders and rocks are located within the landscape but agreed that prescriptive language should be in the RFP that elevates the location of boulders and rocks as a specific design element. Language should also address the design approach and level of quality of the boulders and rocks. Commissioners also suggested the project team consider using some of the ground plane materials to buffer the pedestrian path.

The Commission then discussed the location and design of proposed lighting and landscape restoration.

Commissioners commented that the proposed lighting elements are hidden within the bridge girder, resulting in a soft light. Commissioners also recognized that the soft light is a result of the soft finish applied to the girder and strongly recommended the project team include carry this forward into the RFP. The commission then recommended the project team specify a variety of planting and tree species within the proposed restoration area to increase the long-term resiliency.

Portage Bay Bridge

The SDC commended the project team for providing an elegant bridge design that is light in appearance. Commissioners then discussed the importance of having two bridge structures instead of one bridge as it relates to the overall massing and light allowed to permeate to the landscape below. Commissioners agreed the loss of lighting between the bridge would negatively impact the areas below the bridge. The SDC then condition its endorsement on the project team prescribing the two-bridge alternative within the RFP process. The SDC also strongly recommended providing prescriptive measures to address bridge massing, and the rhythm of specific design elements such as lighting, corbels, and columns within the RFP. The SDC also stressed the importance of integrating architecture, landscape, and engineering throughout all aspects of the proposed design, from the overall design framework to individual details and recommended that it be specified in the RFP to ensure that it is carried through. Commissioners then expressed their appreciation to the design team for minimizing the piers and structures, but recommended the team consider providing an opportunity for custom light fixtures to better integrate within the surrounding neighborhood context. The Commission then strongly recommended providing prescriptive measures to retain all of the proposed lighting, including handrail lighting, while also recommending language that would allow for innovative design alternatives that would enhance the lighting experience.

The SDC then discussed issues around the one bridge alternative. The Commission stated that a one bridge alternative would need to maintain the overall project vision. Commissioners also stated that if a one bridge alternative is proposed the project team should provide an explanation of benefits of the one bridge alternative, beyond addressing the project schedule and budget.

Roanoke Lid and Boyer St underbridge crossing

The SDC commended the project team for the proposed design of the Roanoke Lid. Specifically, commissioners commended the team for not providing specific programming, instead setting up a framework for how the park will be used and grow in the future. The SDC also appreciated the location of topographical changes, which allows the central lawn to better function as open space and recommended that this design be kept moving forward. Commissioners also appreciated that the design proposal provided connections to parks and boulevards created in the original Olmsted plan. The SDC encouraged the project team to continue to think about visual and physical connections as the design evolves. Commissioners also stressed the importance of developing each viewpoint or overlook with a unique character, scale, and view. Commissioners recommended the location, scale, and orientation of each overlook and viewpoint be prescribed in the RFP.

The SDC recognized that the proposed design will provide different experiences along 10th Ave E and Delmar Dr. and strongly encouraged the project team to provide street crossings that are multimodal and sized appropriately. The Commission then recommended that the project team provide a safety plan for users crossing 10th Ave E near the southwest corner of the park. Commissioners also recommended providing runnels on staircases for cyclists.

Similar to the Bill Dawson Underbridge, The SDC recommended providing prescriptive language in the RFP that elevates the location of boulders and rocks as a specific design element within the Boyer Underbridge. Language should also address the design approach and level of quality of the boulders and rocks.

Action

The Commission thanked the project team for their presentation of the updated design for the SR 520 Roanoke Lid and Portage Bay Bridge project. The commission appreciated the partnership created between state and local agencies as well as the unique ways the project team used to solve complicated design issues. The Seattle Design Commission endorses the concept design as presented today for the western segment of the SR-520 project with the following conditions:

1. The two bridge option should be prescriptive in the RFP. If WSDOT will allow a one bridge option as part of a RFP, concept designs should be brought back to the SDC for evaluation of design elements and priorities so that the original vision for a two bridge is still met. The RFP should require that a one bridge alternative fully achieve the vision supported by the Commission in its September 2014 letter, not just achieve cost or time savings.
2. The number and position of overlooks must be maintained

The SDC then highlighted other key elements that should be carried forwarded into the RFP process:

1. Recognition of the boulders and rocks as a specific design element within the landscape and addressing the design and level of quality of the boulders and rocks in the Bill Dawson and Boyer Underbridge
2. The recessed lighting under the bridge as well as the material finish the girder to provide soft lighting to the Bill Dawson Underbridge area.
3. Maintain the design and location of each mixing zone in the Bill Dawson Underbridge area, requiring an explanation for any design changes.
4. Specify a variety of planting and tree species within the proposed restoration area to increase the long-term resiliency in the Bill Dawson and Boyer Underbridge areas
5. Proposed massing of the Portage Bay Bridge, and the rhythm of specific design elements such as lighting, corbels, and columns.
6. Integration of architecture, landscape, and engineering throughout all aspects of the proposed bridge design, from the overall design framework to individual details
7. Retain all of the proposed lighting, including handrail lighting, for the Portage Bay Bridge while also providing language that would allow for innovative design alternatives that would enhance the lighting experience.
8. Grading of the Roanoke lid to facilitate usable open space
9. Location, scale, and orientation of proposed overlooks on the Roanoke Lid
10. Additional criteria for providing design alternatives to be included in the RFP to provide better understanding as to what alternatives should include

The SDC also provided the following recommendations:

1. Consider providing runnels on stairways for cyclists
2. Consider providing pedestrian connection across 10th Ave E above the pedestrian tunnel
3. Study and consider allowing or bonussing an option for the RSUP that doesn't include a loop to connect the Portage Bay Bridge and Roanoke Lid.
4. Prioritize regional connections over local connections on the RSUP
5. In the underbridge areas, place walls, boulders and other elements with intentionality.