

# Waterfront - Main Corridor

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Mayor

**Samuel Assefa**  
Director, OPCD

**Ross Tilghman**, Chair

**John Savo**, Vice Chair

**Lee Copeland**

**Ben de Rubertis**

**Thaddeus Egging**

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## Commissioners Present

Ross Tilghman, Chair  
John Savo, Vice Chair  
Lee Copeland  
Thaddeus Egging  
Rachel Gleeson  
Laura Haddad  
Brianna Holan  
Rick Krochalis

## Commissioners Excused

Ben de Rubertis  
Evan Fowler

## Project Description

The Office of the Waterfront has developed a detailed design for the Alaskan Way street designs between King and Bell Streets. The proposal includes design elements that will span the entire corridor as well as design elements that are unique to the following places along Alaskan Way:

- Pioneer Square
- Colman Dock Mobility Hub
- Historic Piers
- Central Public Space
- Pike & Pine Streets
- Belltown

Under the proposal, Alaskan Way would include four lanes in each direction from S King St to Yesler Way and narrow to two lanes in each direction north of Yesler Way. The intersection of Yesler Way and Alaskan Way would include additional turn lanes for traffic heading to Colman Dock, serving the Washington State Ferries. North of University St, both Alaskan Way and Elliott Ave would include two general purpose lanes in each direction. Turn lanes would widen the Pine St intersection as the right-of-way changes from Alaskan Way to Elliott Ave heading north to Belltown. Each segment will include continuous sidewalks, a cycle track, a planted median, and planted buffers between the road and the sidewalk. Loading zones would be located on Alaskan Way north of Yesler Way and between Union St and Pine St.

## Meeting Summary

This was the Seattle Design Commission's (SDC) sixth review of the Waterfront – Main Corridor project. The purpose of this meeting was to review the design development stage of the Waterfront – Main Corridor project. During prior meetings to review the concept and schematic design phases, the project was divided and reviewed in two segments- Corridor North of Union St and Corridor South of Union St. The entire corridor was reviewed over a two-day period during the design development phase.

The SDC reviewed corridor wide continuous design elements on December 7th and proposed design elements for specific places along the waterfront corridor on December 8th. After the final presentation and discussion on December 8th, the SDC voted, 8-0, to approve the design development phase for the Waterfront – Main Corridor project with several recommendations.

December 7 &amp; 8, 2017

9:00 am - 4:00 pm

**Type**

CIP

**Phase**

Design Development

**Previous Reviews**

[6/18/15](#), [10/16/14](#), [9/18/14](#), [1/23/14](#),  
[11/21/13](#)

**Presenters****Tatiana Choulika**

JCFO

**Andrew tenBrink**

JCFO

**Stephen Pearce**

Office of the Waterfront

**Attendees****Andrew Barash**

CH2M

**Angela Brady**

Office of the Waterfront

**Jill Cody**

Dark Light

**Heidi Hughes**

Friends of the Waterfront

**Barbara Lee**

Office of the Waterfront

**Mike Mariano**

Schemata Workshop

**Bob Messina**

Resident

**Genevieve Rucki**

Washington State Ferries

**Norie Sato**

Artist

**Ruri Yampolsky**

OAC



Figure 1: Overall program. Main corridor elements are highlighted in light green

**Recusals and Disclosures**

**Laura Haddad** disclosed she had previously worked on the seawall project with the project team.

**Brianna Holan** disclosed her employer, LMN Architects, is working on the Aquarium project.

**Lee Copeland** disclosed he was previously a part of the design team for the waterfront project.

**Summary of Presentation**

Tatiana Choulika and Andrew tenBrink, of JCFO, and Stephen Pearce, of The Office of the Waterfront, presented the design development phase for the Waterfront – Main Corridor project (see figure 1). The presentation was divided into two sections and presented over a two-day period. The first day's presentation included continuous design elements located throughout the corridor while the presentation held on the second day included the design of specific places along the corridor from King Street to Bell Street. The presentation on continuous elements focused on the following elements:

- Paving
- Planting
- Furnishing
- Lighting

Paving materials were presented for all areas within the public right-of-way (ROW) along Alaskan Way as well as the waterfront promenade and Columbia Street ROW from Alaskan Way to 1st Ave. (see figure 2) Proposed paving materials within the ROW includes standard roadway pavement along Alaskan Way as well as exposed aggregate concrete and standard concrete for sidewalks east of Alaskan Way. 2-foot wide step-out zones will be located on the east side Alaskan Way between parking and loading zones and planter areas, which will be connected to the adjacent sidewalk intermittently with metal decking or brick pathways. Roadway intersections and parking and loading zones along the corridor will include colored and scored concrete that will distinguish the area from the roadway. The proposed bike facility will include impervious asphalt paving. The bike facility will also include a series of concrete bands to indicate to cyclists that they are transitioning into a pedestrian zone as well as green paint where the facility will intersect with vehicular driveways. The waterfront promenade will include a series of areas including either large aggregate and small aggregate concrete with metal and concrete banding inlaid within the aggregate. The metal and concrete banding will serve as a wayfinding measure by



Figure 2: Proposed paving plan (top), detailed intersection paving plan (lower left), and detailed promenade paving plan (lower right)

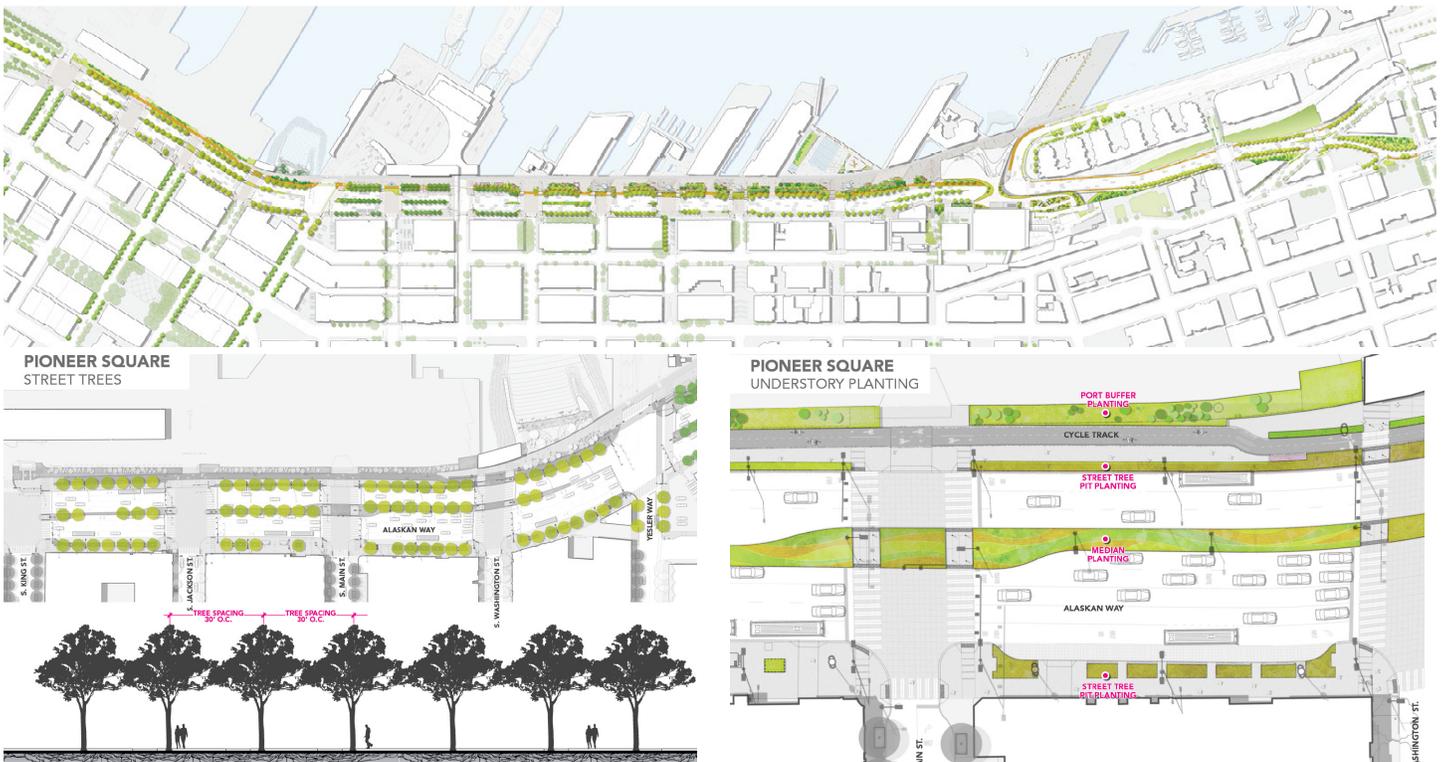


Figure 3: Illustrative planting plan (top), and examples of detailed street tree and understory planting plans (bottom)

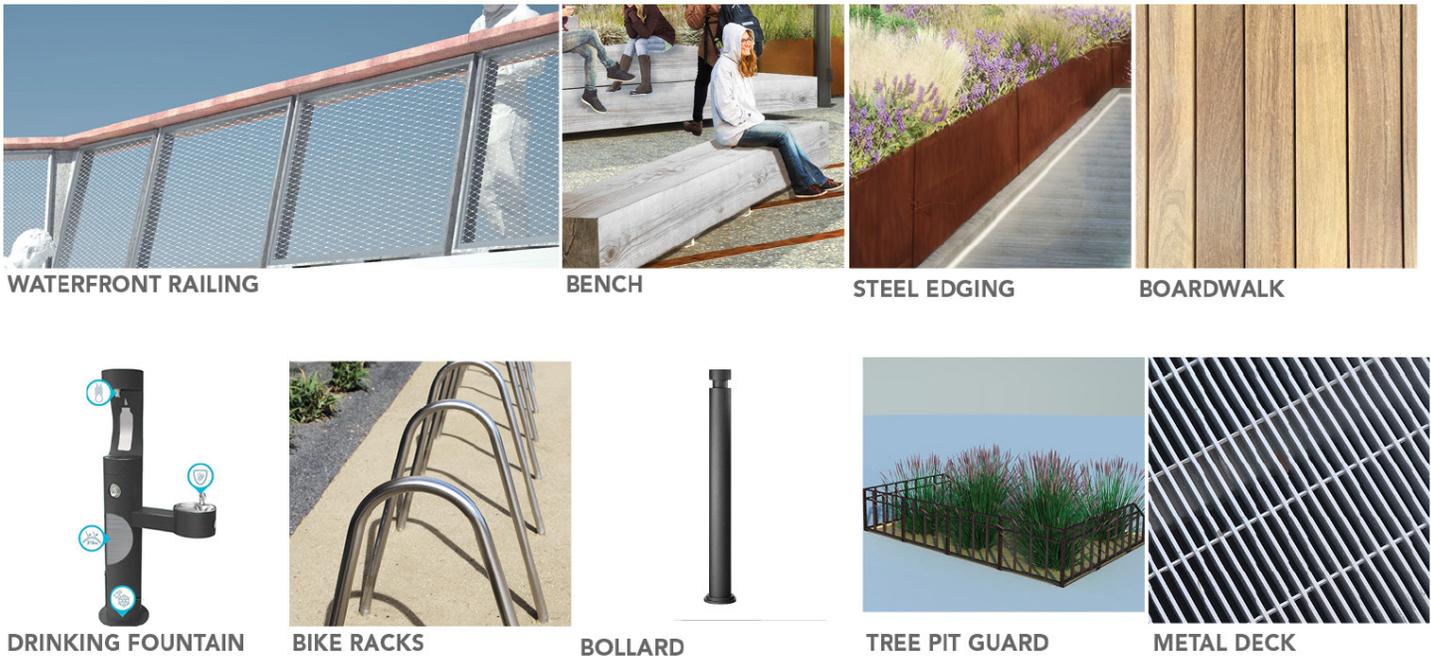


Figure 4: Proposed furnishing palette for the main corridor

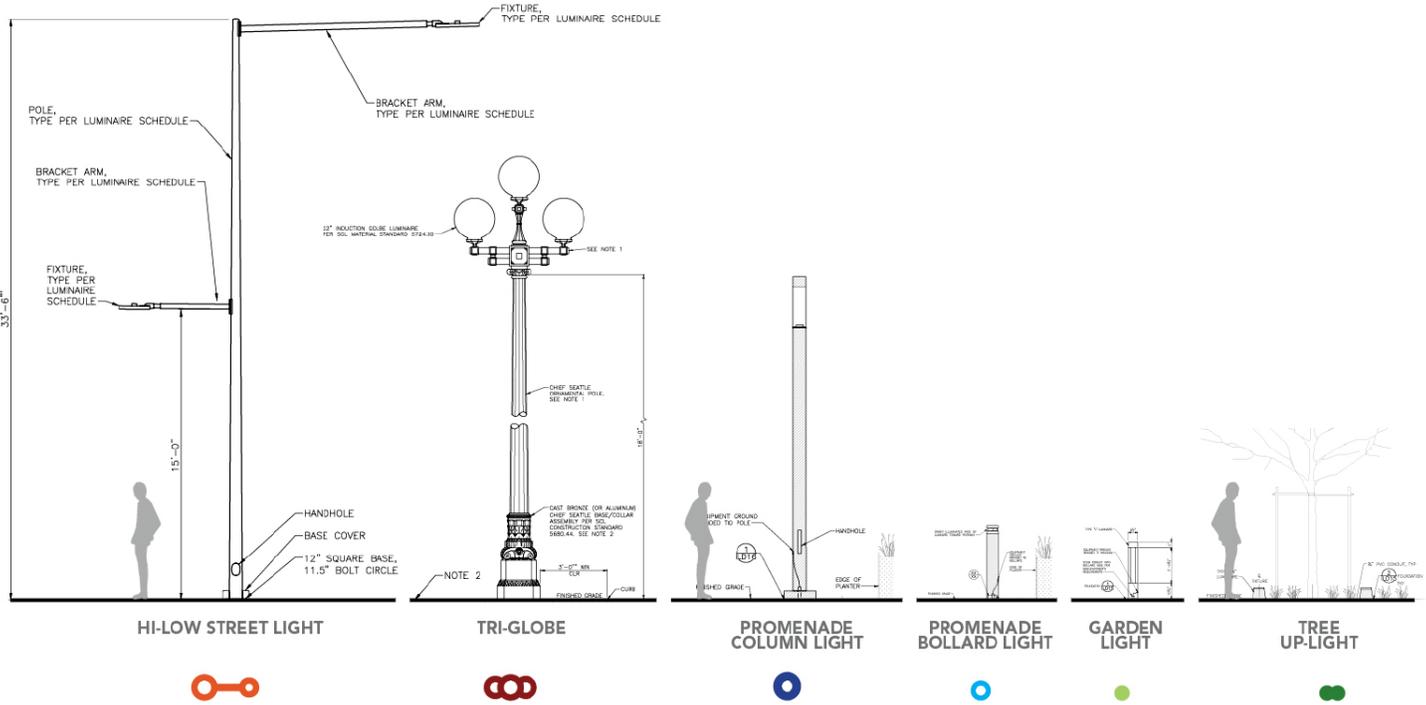


Figure 5: Proposed lighting palette for the main corridor

having associated street names set within it (see figure 2). Secondary paving materials also include curb ramps with detectable warning strips and curbing details.

The proposed planting plan for the corridor includes street trees and understory plantings. Street trees and understory plantings will be located on either side of Alaskan Way. Additional street trees and understory plantings will be placed between the bicycle facility and pedestrian promenade. The plan includes a diverse tree and plant palette that will vary along the corridor, responding to the local context of the surrounding area. SDOT standard planting soils, standard bioretention soils, and garden top soils will be used in different planting areas throughout the corridor. Soil cells will be located beneath pedestrian sidewalks and bike facilities to provide additional room for tree roots to grow. The team is prioritizing the use of excellent soils to promote plant growth. See figure 3 for more details.

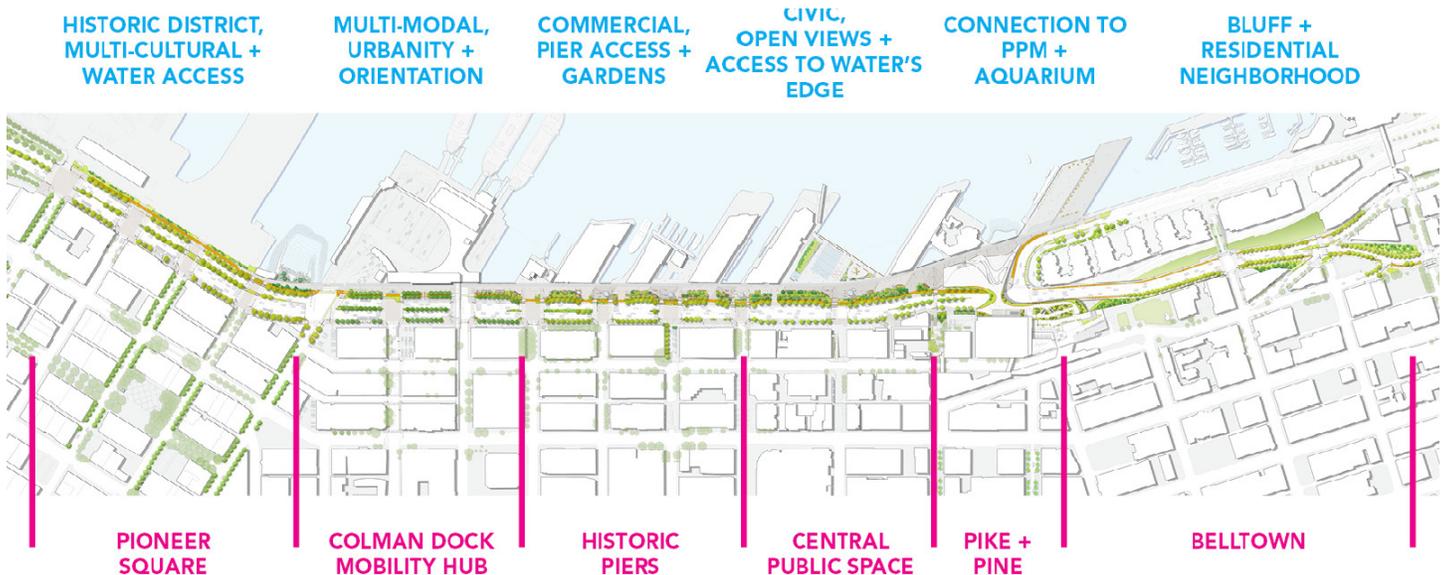


Figure 6: Identified places along the main corridor

Furnishings along the waterfront corridor include railing, benches, steel edging, boardwalk, drinking fountains, bicycle racks, bollards, tree pit guards, and metal decking. The proposed railing will be constructed out of a 5-foot tall steel frame with open stainless steel wire mesh infill. The top rail will be constructed out of Ekki Wood, reclaimed from the former seawall. Benches along the corridor will be constructed out of ship timbers and Douglas fir beams. The proposal includes smaller benches without bench backs as well larger viewing benches with wooden backs attached. A series of low and high steel edging walls will be used throughout the corridor to retain raised planting areas from the pedestrian promenade, bicycle facility, sidewalk, and boardwalk. The 5-foot wide boardwalk will span from Spring St to Union St. The boardwalk will be constructed out of wood and will include a raised hardwood edging with lighting. Utility bollards with electrical connections, drinking fountains, and bicycle racks will also be located throughout the waterfront corridor. Narrow furnishing bollards will be located where pedestrian paths intersect the bicycle facility. The bollards will serve as a visual cue for pedestrians that they are crossing the bike facility. 18-inch-tall steel tree pit guards will be used on the east side of Alaskan Way to protect street trees and understory plantings. See figure 4 for more details.

Several types of lighting are used throughout the corridor. The proposed lighting element includes roadway lighting along both sides of Alaskan Way as well as Columbia Street between Alaskan Way and 1st Ave. The roadway light poles will also include a lower mast arm for pedestrian level lighting. Tri-globe lighting, consistent with vintage fixtures still used in the Pioneer Square Historic District, is proposed along portions of Alaskan Way and Columbia Street that are located within the historic district. Promenade light poles and bollards, tree uplighting, and garden lights will also be located along the corridor between the bicycle facility and waterfront edge. As mentioned earlier, the boardwalk will include LED lighting within the raised hardwood edging. See figure 5 for more details.

The presentation on places along the main corridor included the following areas (See figure 6) :

- Pioneer Square
- Colman Dock Mobility Hub
- Historic Piers
- Central Public Space
- Pike & Pine Streets
- Belltown

The waterfront corridor between King St. and Columbia St is located within the Pioneer Square neighborhood and includes elements such as Pier 48, a rehabilitated Washington St Boat Landing, and a public beach with water access. The area will continue to focus on pedestrian circulation along the corridor as well as increasing access between the waterfront and Pioneer Square. The area includes gathering space, interactive art elements, as well as access to the reclaimed beach between the Washington Street Boat Landing and Colman Dock. The proposed artwork by Buster Simpson will respond to the history of this area as a working waterfront. See figure 7 for more details.

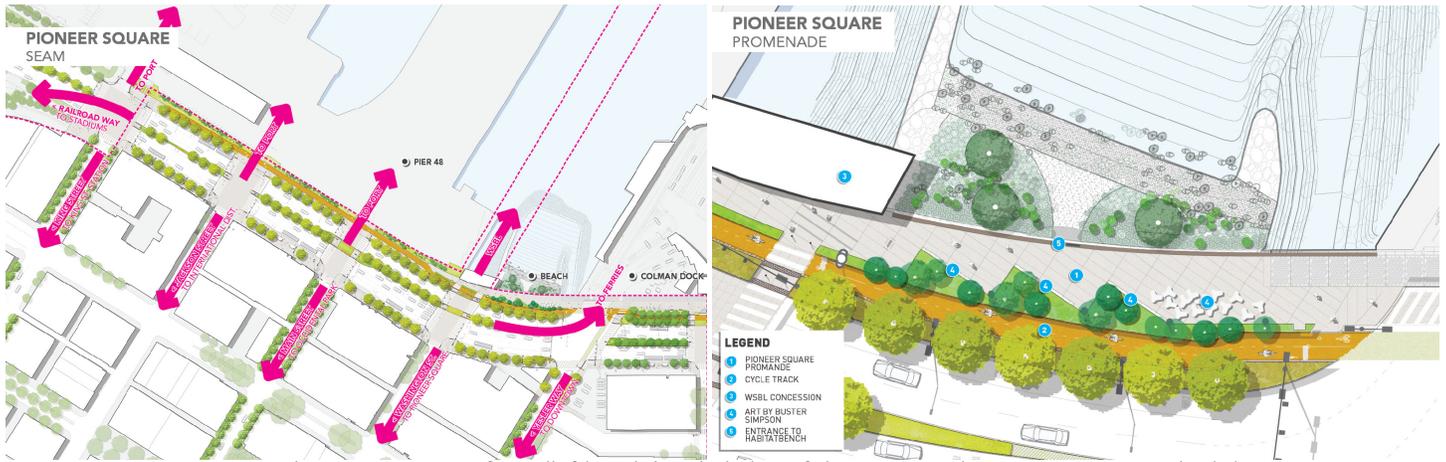


Figure 7: Key connections between to Waterfront (left) and detailed plan of the promenade in Pioneer Square (right)

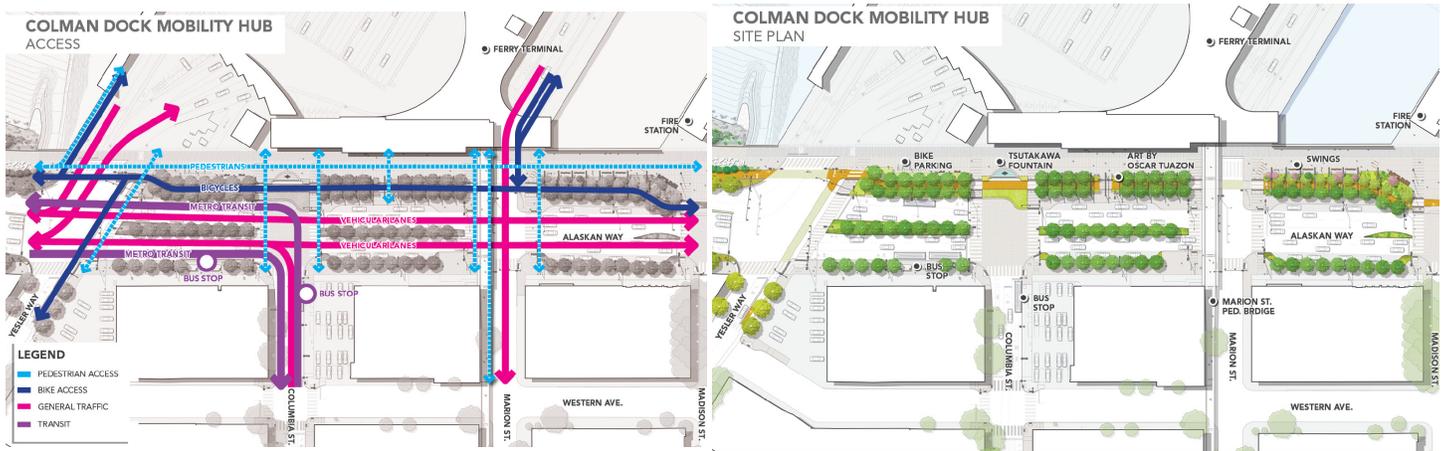


Figure 8: Movement based on transit mode (left) and detailed plan of the Colman Dock Mobility Hub (right)

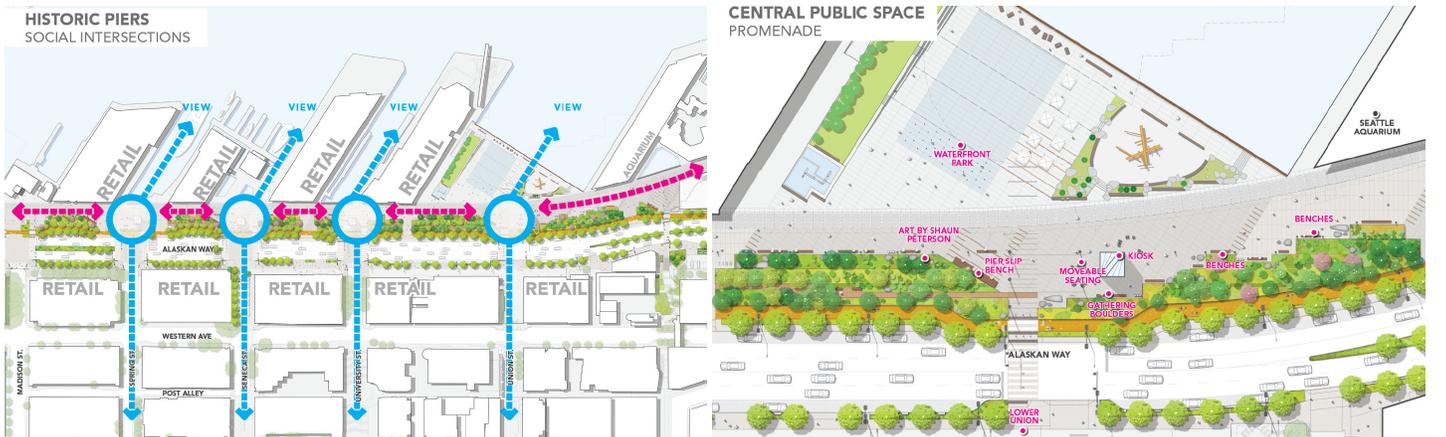


Figure 9: Social spaces near the historic piers (left) and detailed plan of the Central Public Space (right)

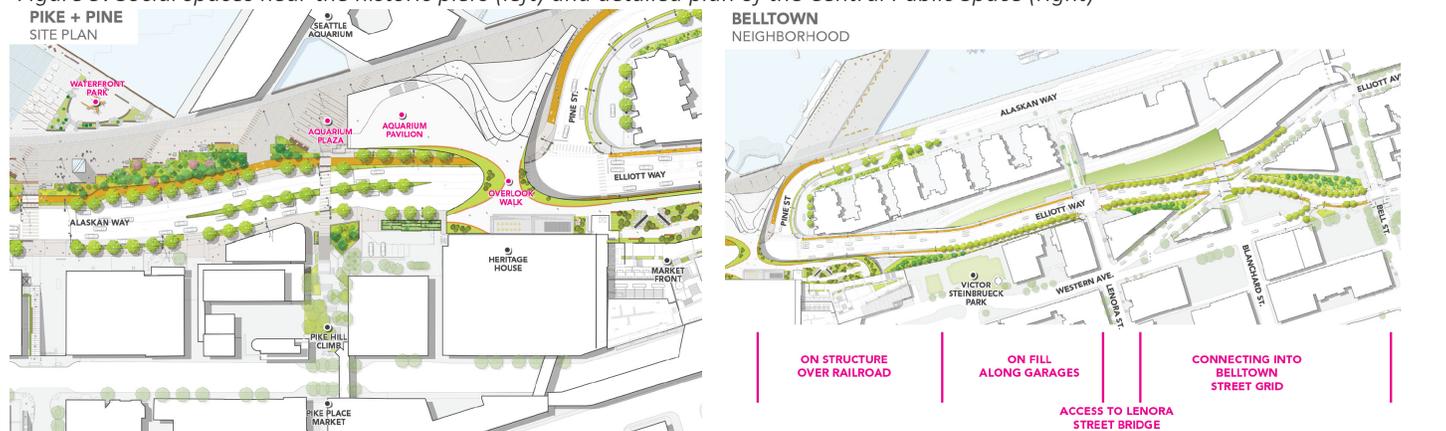


Figure 10: Detailed plan Pike & Pine (left) and detailed plan of the Belltown area (right)

The Colman Dock Mobility Hub includes the corridor along Alaskan Way between Yesler Way and Madison St as well as Columbia St between Alaskan Way and 1st Ave. The hub serves as a critical area for the movement of several transit modes between the downtown core, Colman Dock, and other areas north and south along the waterfront. The proposed design elements include a series of activity nodes, gathering spaces, transit stops, and public art. Artwork includes an open longhouse-inspired Oscar Tuazon piece constructed along a stretch of the cycle track as well as the restoration of a fountain created by George Tsutakawa along the east side of Colman Dock, which will serve as a terminus for Columbia St. The area will also include a series of swings for pedestrian use north of Colman Dock between Marion St. and Madison St. See *figure 8 for more details*.

The Historic Piers, Central Public Space, and Pike and Pine Street areas are located between Madison St and Pine St. The areas are meant to provide social gathering spaces. The Historic Piers and Central Public Space areas will focus on providing pedestrian connections along the corridor and to the waterfront piers, strengthening access between the waterfront corridor and cross streets, and preserving views to Elliott Bay. Four kiosks will be located at intersections along this area of the corridor. The design and programming of each kiosk will be determined at a future date. The social spaces surrounding each kiosk will include moveable seating, bicycle racks, terraced gardens, and refurbished historic balustrades. Public art located along the Central Public Space promenade will include three welcoming figures by Shaun Peterson. Central Public Space also includes Waterfront Park, which will be designed and developed at a later date. The Pike & Pine St area includes the development of the Overlook Walk between the Pike Place Marketfront and Waterfront as well as the redevelopment of lower portions of the Pike St. Hill Climb. This area also includes an aquarium facility addition and plaza which will be designed at a later date. See *figure 9 for more details*.

The corridor between Pine St. and Bell St. is located in Belltown. This narrow section of the corridor will cross over an existing railroad before terminating at Bell Street, which will provide an additional connection between the Waterfront, Pike Place Market, and the Belltown neighborhood. See *figure 10 for more details*.

## Agency Comments

None

## Public Comments

**Bob Messina**, citizen, stated that, as the aquarium proposal develops, the project team should consider maintaining views from Pike St. Hill Climb to Pier 62 and Elliott Bay. Mr. Messina also commented that he is excited to see the Tsutakawa Fountain return to the waterfront promenade.

## Summary of Discussion

The Commission organized its discussion based on the following identified elements of continuity and places along the main corridor:

### Paving

The Commission organized its discussion on paving around the following issues:

- Overall aesthetics
- Sustainability and longevity

#### *Overall aesthetics*

The SDC commended the project team for providing a well thought out and engaging paving design. Commissioners appreciated the quality and color of the proposed materials, all of which seemed to be appropriate for the corridor. The Commission also appreciated the attention to detail given to the design of the pedestrian areas, specifically in how the design provides visual cues when transitioning between different environments.

The Commission appreciated the use of pedestrian scaled pavers within the intersections, but recommended the project team pay attention to the color contrast between the concrete and pavers at each intersection. Commissioners then recommended the project team consider graduating the spacing of concrete banding on the bicycle pathway as it approaches each pedestrian crossing. The SDC also recommended the project team consider adding edge striping on the proposed cycle track to increase safety for cyclists.

Commissioners then encouraged the project team to specify a neutral color for the metal warning strip that provides enough contrast from the surrounding paving for visually impaired users. Commissioners also appreciated the treatment of parking bays with different paving materials from vehicular travel lanes.

The SDC then commended the project team for providing a mockup of different paving areas. As a result of viewing the mockup, the Commission recommended the project team pay attention to details in creating lettering on the concrete sections to ensure the longevity of their legibility.

#### *Sustainability and longevity*

The SDC recognized the project itself, which will promote cycling and pedestrian movement along the waterfront, as well as the high quality of proposed paving materials, as a significant part of the sustainability strategy. The Commission voiced its potential concern with the longevity of the aggregate concrete and recommended the project team pay close attention to how the concrete with larger aggregate is treated and maintained so to limit the amount of unwanted aggregate loss.

The SDC also expressed concern with the long-term maintenance of utilities beneath the project once it is completed. The Commission recommended the project team provide guidelines of expectations for repairing and replacing utilities beneath the Waterfront project.

### **Plantings**

Overall, the Commission commended the project team for using a diverse plant palette consisting of native species that can withstand urban elements. The SDC also commended and endorsed the project team's soil policy. The Commission then organized the remainder of its discussion around the following issues:

- Consistency vs. variety of street trees
- Understory plantings

#### *Consistency vs. variety of street trees*

The SDC had differing opinions on the consistency of street trees throughout the corridor. While endorsing the idea of using multiple species, several Commissioners desired to see more consistency along Alaskan Way to make it feel more like a boulevard, while other Commissioners thought the using different varieties of street trees in each block helped delineate the different neighborhoods along the corridor. The SDC recommended the project team consider the degree to which continuity of tree species along the corridor is appropriate.

The SDC commended the project team for using soil cells along the corridor and strongly recommended that soil cells not be excluded from the final design. Commissioners appreciated that soil cells would not be located beneath the roadway and cautioned the use of soil cells below all vehicular zones.

#### *Understory Planting*

The SDC agreed with the placement of understory planting. Commissioners requested more information about how different plant species will work together within the same planting area. The Commission then discussed ways to provide information about ethnobotany, the historical use of native plants by native peoples. The SDC recommended the project team explore ways to explain ethnobotany and to consider creating native plant communities. Commissioners also recommended the project team find an appropriate balance between the use of signage and other educational platforms to explain ethnobotany.

The SDC then endorsed using a planting palette that expresses Seattle's seasonal climate.

### **Furnishings**

The Commission organized its discussion on furnishings around the following issues:

- Railings
- Benches
- Steel edging
- Boardwalk
- Drinking fountain
- Bicycle racks
- Bollards
- Tree pit guard
- Metal decking

### *Railings*

The SDC appreciated the openness of the railing design. The Commission then commended the project team for reusing Ekki wood for the top rail. The SDC then strongly recommended the team maintain, to the degree possible, the weathered texture while reusing Ekki wood for railing.

### *Benches*

The SDC appreciated the proposed design and material of the wooden benches. Commissioners commented that the proposed benches will be unique to the Seattle Waterfront and that they will integrate well with the adjacent wooden piers. The Commission is concerned with the lack of clarity in terms of the bench arms/dividers, which can be used to provide support for users needing assistance. The renderings show no dividers, and the detailed drawings include dividers that are far apart. The SDC recommended the benches include at least some arms/dividers that are spaced closely enough to provide support for the mobility impaired.

### *Steel edging*

While the SDC appreciated the design of the steel edging, several Commissioners are concerned with potential injuries caused from coming in contact with the hard edge, specifically the vertical edge along the corners of the planters. The SDC recommended the project team increase the radius of the vertical edge along the corners of the steel edging to reduce potential injuries. The Commission also recommended the project team be mindful of the proposed height of the steel edging and how it will affect the experience of the plantings.

### *Boardwalk*

The SDC commended the project team for the boardwalk design. Although several Commissioners commented that the proposed width appeared to be too narrow, other Commissioners thought the narrow width provided a positive contrast to the width of the adjacent promenade. The Commission appreciated that the boardwalk included materials that are consistent with other design elements throughout the corridor.

### *Drinking fountain*

The SDC had no issues with the proposed drinking fountains. Commissioners appreciated the quantity and location of drinking fountains throughout the corridor.

### *Bicycle racks*

The SDC appreciated the simple and durable design of the bicycle racks. The Commission recommended providing more bicycle racks throughout the corridor.

### *Bollards*

The SDC had differing opinions on whether to include the proposed bollards. Several Commissioners thought the bollards did not serve a critical purpose and would clutter the area. There was also a lack of clarity about whether or not these elements would need to be brightly painted or include reflective material. Other Commissioners thought the bollards could function well as a visual indicator, but recommended increasing the center width between the proposed bollards to allow for better pedestrian flow.

The SDC then strongly recommended that the adjacent pedestrian warning strips not be painted yellow.

### *Tree pits guard*

Although the SDC had differing opinions as to whether the proposed guard fit well with the overall context of the Waterfront development, Commissioners were concerned the guards were too tall. The Commission recommended the project team consider reducing the height of the tree pit guards and to explore the simplicity of the design, understanding how the proposed tree pit guards relate to the surrounding context.

### *Metal decking*

The SDC had no issues with the proposed metal decking. The Commission appreciated the simplicity of the proposed material.

## **Lighting**

The Commission organized its discussion on lighting around the following issues:

- Roadway lighting

- Tri globe lighting
- Promenade pole lighting
- Promenade bollard lighting
- Tree up lighting
- Boardwalk lighting
- Garden lighting

#### *Roadway lighting*

The SDC appreciated the proposed design of the roadway lighting and the consistency of the lighting fixture finishes with other project elements such as bollards. The Commission encouraged the project team to include a warmer color for the pole at the pedestrian level, if the opportunity should arise.

#### *Tri globe lighting*

The SDC agreed the proposed tri globe lighting will help integrate Pioneer Square and Colman Dock Mobility Hub along Alaskan Way. Commissioners also agreed the quantity of light poles was adequate and would not over clutter the public right-of-way. Because they will serve only an aesthetic purpose and will not contribute to the lighting plan, the Commission recommended the project team minimize the lighting level of the tri-globe light.

#### *Promenade pole lighting*

The SDC had no issues with the proposed promenade pole lighting. Commissioners appreciated the proposed design and location of the pole lighting.

#### *Promenade bollard lighting*

The SDC had no issues with the proposed promenade bollard lighting. The Commission agreed with the proposed location of the bollard lighting and appreciated that the light would not encroach the habitat near the water's edge.

#### *Tree Up lighting*

The SDC had no issues with the proposed tree up lighting.

#### *Boardwalk lighting*

The SDC had no issues with the proposed boardwalk lighting.

#### *Garden lighting*

The SDC was concerned with the proposed garden lighting. The Commission agreed there should be enough coverage to provide lighting throughout the planting areas to address safety and security issues, but disagreed with the proposed size and location of the light fixtures. While they had differing opinions on the height of the proposed fixtures, Commissioners agreed the project team should reexamine the proposed design and location of the garden lighting. The SDC recommended the project team consider providing a round bollard design rather than the proposed square shape. The commission also recommended that the project team explore the use of art as a way to provide lighting, since the lighting is more for ambiance and providing a sense of activity rather than for functionally illuminating walkways.

### **Pioneer Square and Colman Dock Mobility Hub**

The Commission organized its discussion around the following issues:

- Sense of arrival along the waterfront
- Program
- Art integration
- Integration of history
- Sustainability

#### *Sense of arrival along the waterfront*

The SDC commended the project team for the proposed design of corridor elements in Pioneer Square and Colman Dock Mobility Hub. Specifically, Commissioners agreed with the design proposal's emphasis on Columbia Street and the proposal to reincorporate Tsutakawa Fountain near the terminus of Columbia Street. The Commission is concerned with potential conflicts between cyclists and pedestrians as they cross paths south of the Washington St Boat Landing and recommended the project team review the safety of the current design proposal.

The Commission also voiced their support for/and the recommendation to continue efforts to develop Pier 48 as a new public space.

#### *Program*

The SDC acknowledged the strength of the proposed programming. The SDC recognized the importance of providing access to the water and commended the project team for providing access just north of the Washington St Boat Landing. The Commission then acknowledged the area surrounding the habitat slip as a gathering space and agreed with concentrating several program elements near that location.

Although there are no pedestrians access points beneath the proposed longhouse-inspired artwork, Commissioners thought pedestrians would attempt to walk beneath the artwork regardless. Several Commissioners voiced their concern about potential conflicts between cyclists and pedestrians beneath the proposed artwork.

The Commission appreciated the inclusion of swings near the Colman Dock Mobility Hub and recommended the project team consider providing swings for children.

#### *Art Integration*

The SDC commended the project team for their integration of the proposed artwork within the surrounding context of the design. The Commission commented that the artwork program appears to be coming together in a way that will not overload or clutter the surrounding area. Commissioners also appreciated the proposed redesign of the Tsutakawa fountain base.

#### *Integration of history*

The SDC had differing opinions about the integration of the longhouse in front of Colman Dock. At least one Commissioner thought the proposed artwork proved antithetical to the social function of longhouses and thought the design resembled a lost civilization rather than an active civilization, while other Commissioners stated support that the artwork could serve as a reminder of those who initially inhabited this waterfront. The Commission appreciated the openness of the design form and thought it could be closed to cyclists at specific times to serve as a communal space.

The Commission then commented that other cultural groups should be represented, which would stress the importance of inclusion within public spaces along the corridor. The SDC recommended the project team continue to provide additional historic interpretation along the corridor, particularly in the Pioneer Square area.

#### *Sustainability*

The SDC encouraged the project team to continue using quality natural materials that are consistent with the design theme. Commissioners discussed the desire to learn more about the sustainability strategy, but decided to hold the conversation until they learn more about proposed green stormwater infrastructure.

The SDC then discussed how future bus shelters will be integrated within the design. The Commission recommended the establishment of standards that will address the future design of bus shelters along this section of the corridor.

### **Historic Piers, Central Public Space, and Pike & Pine Streets**

The Commission organized its discussion around the following issues:

- Sense of place & urban context
- Program
- Art integration
- Sustainability

#### *Sense of place & urban context*

The SDC agreed with the placement of the landscape elements near commercial activity along the corridor. Commissioners commended the project team for their preservation of the historic piers as well as views to Elliott Bay within this area.

The SDC then discussed the proposed kiosks. Several Commissioners expressed their concern over the necessity of the kiosks. Commissioners are also concerned because the proposed kiosk designs are not as developed as the design for the surrounding area, making it difficult to properly review them. The Commission was then reassured that the kiosks would be reviewed by the SDC at a future date. The SDC agreed the design theme for the central space placed too much emphasis on the kiosks. The Commission is also concerned the kiosks will serve as a commercial rather than civic space. The SDC recommended the kiosks should serve a public purpose, due to being located in the public realm, and that programming not replicate programming found elsewhere in the main corridor. If the kiosks are open to restaurants and other commercial uses, Commissioners strongly encouraged the use of strict guidelines that specify what is appropriate to be sold there.

The SDC is also concerned with the proposed design, scale, placement, and quantity of kiosks. The Commission discussed the appropriateness of including kiosks that vary in scale and design. Several Commissioners commented that if each kiosk had a unique design, they could then serve as a wayfinding measure. Other Commissioners then commented that each kiosk could then also provide a specific and unique program. The Commission commented that it might not be appropriate to include a kiosk at all four intersections. The SDC recommended the project team continue to study the proposed scale of each kiosk as well as the necessity of having a kiosk at each intersection. The Commission supported the idea of a contemporary design for the kiosks and recommended any proposed design include contemporary language rather than trying to mimic the historic design of the piers.

### *Program*

The SDC thought positively of the design of the central public space. Commissioners stated that the space will serve as a transition zone along the corridor between the waterfront and downtown. The Commission then commented that it is difficult to talk about programming for the Central Space when many areas are still undefined, specifically the Waterfront Park and Aquarium facility. As the two programs continue to develop, the SDC recommended the project team look for ways to integrate them with the promenade. The Commission also recommended that future Waterfront Park design continue the contemporary language of the promenade rather than trying to mimic a historic design.

The SDC appreciated the proposed design between Pike and Pine Streets. Commissioners commented that this area will provide a great connection between the waterfront and a major center within downtown. The Commission expressed concern with proposed interim conditions near the open space and surrounding walls and hoped the interim condition would not exist for a long period of time.

### *Art integration*

The SDC appreciated the scale of the proposed artwork. Commissioners encouraged the project team to work with the artist on specifying plant species behind the proposed artwork and to consider views of the artwork from all sides.

### *Sustainability*

The SDC acknowledged the project team is meeting code regarding sustainability standards. The Commission also recognized that the project team is providing green stormwater infrastructure in additional places where there is available space. The SDC then reiterated that the use of high quality and durable materials will strengthen the sustainability of the project.

The Commission then recognized that the project will provide more equitable access to the waterfront.

## **Belltown**

The Commission organized its discussion around the following issues:

- Sense of place
- Program

### *Sense of place*

The SDC agreed the project team adequately addressed several problems within this area of the corridor. Commissioners recognized this will serve as an improved connection between the Waterfront and Belltown. The Commission then discussed the area along Elliott Way between Pine St. and Lenora St. Although Commissioners agreed it would be difficult to provide amenities due to limited space and site lines, they recommended providing benches along this section for places to rest while traveling along the corridor. The SDC then recommended

the project team consider activating T4 garden, which is located near at the northern terminus of the corridor, in proximity with Bell St.

The Commission then recommended the project team look for opportunities to make hydroseeding as visually rich as possible on the sloped areas between Elliott Way and the railroad tracks.

### *Program*

The SDC recognized the difficulty in providing an effective solution in this area, which has many design constraints. Commissioners commended the project team for providing a simple design that connects the corridor with the surrounding area. The SDC strongly recommended the project team support the incorporation of screening on the garage façade along Elliot Way. Commissioners also recommended they introduce the idea of not including vines on the proposed screens if that makes the addition of screening more acceptable to garage owners.

The Commission then voiced its concern with the lack of adequate protection for cyclists on the Elliott Way Bridge and recommended the project team consider providing vertical elements to separate bicycle lanes from vehicular travel lanes on the bridge.

### **Action**

The SDC thanked the project team for the design development presentation of the Waterfront Main Corridor project. The Commission appreciated thorough attention to detail, continuity, and specificity of place throughout the design proposal. The SDC voted, 8-0, to approve the design development phase for the Waterfront – Main Corridor project with the following recommendations:

#### Paving

1. Pay attention to the color contrast between concrete and pavers at intersections
2. Pay attention to detail in creating lettering on concrete sections to ensure the longevity of their visibility
3. Provide guidelines of expectations for repairing and replacing utilities beneath the waterfront project
4. Pay attention to how the aggregate concrete is treated and maintained so to limit amount of unwanted aggregate loss.
5. Consider graduating the spacing of concrete banding on bike pathway as it approaches pedestrian crossings
6. Consider adding edge striping on the cycle track for safety, particularly in proximity to the steel walls

#### Landscape

1. Consider the degree to which continuity of tree species along the corridor is appropriate
2. Continue with the use of soil cells and high quality soil mixes, which the SDC strongly endorses
3. Explore ways to explain ethnobotany, the historical use of native plants by native peoples and consider creating native plant communities. Find an appropriate balance between the use of signage and other educational platforms.
4. Use plantings to express the seasons

#### Street furniture

1. To the degree possible, maintain the weathered texture of the Ekki wood when reused for railing
2. Include bench arms/dividers that are spaced close enough to provide support for mobility impaired
3. Increase the radius of the vertical edge along corners of the steel edging
4. Be mindful of the proposed height of steel edging and how it will affect the plant experience
5. Consider providing more bicycle racks throughout the corridor
6. Increase the width between the pedestrian bollards to allow for better pedestrian flow
7. Highly encourage to not painting the warning strip yellow
8. Consider reducing the height of the tree pit guards. Explore simplicity of the design and understand how the guard relates to the surrounding context.

#### Lighting

1. Minimize lighting level of tri-globe fixtures
2. Consider providing a round bollard for the garden lighting
3. Explore the use of art for the garden lighting

### Pioneer Square and Colman Dock Mobility Hub

1. Establish design standards for Waterfront features including bus shelters, and consider what their future design might be.
2. Review the safety of the design where bike/ped conflicts could occur south of Washington St Boat Landing.
3. Would like to see more on historic interpretation and how it is integrated into experience.
4. Consider providing swings for children on the promenade near the Colman Dock Mobility Hub.

### Piers, Central Public Space, Pike + Pine

1. Look for ways to integrate future Waterfront Park and Aquarium plaza designs with the promenade.
2. Continue to study the proposed scale of each kiosk and necessity of having a kiosk at each proposed intersection
3. Kiosks should have a public purpose since they are in the public realm
4. Recommend kiosk programming not replicate programming found elsewhere in the main corridor and that it be civic as possible. Consider having a level of variety in the kiosk designs.
5. Recommend the kiosk be of a contemporary design and not a historic one.
6. Waterfront Park continue the contemporary language of the promenade

### Belltown

1. Pursue use of screens on the garage façade. Introduce the possibility of not including vines on the proposed screens.
2. Consider benches along Elliott Ave between Pine St. and Lenora St.
3. Consider activating T4 garden with program in proximity to Bell St.
4. Consider vertical elements to separate bike lanes from travel lanes on Elliott bridge
5. Look for opportunities to make hydros seeding as visually rich as possible

### General recommendations

1. Establish a design framework for the public realm Waterfront area to ensure that even as the Waterfront continues to evolve, design quality and vision is maintained over time.
2. Create an entity for long-term oversight of Waterfront design, management and maintenance.
3. Establish a sustainable funding plan for the long-term maintenance of the Waterfront
4. Maintain the quality, durability and sustainability of materials through construction, including soil and plants
5. Continue to embrace equity in the design and programming of public spaces
6. Continue to focus on the safety at pedestrian and bicycle mixing zones/intersections
7. Commend design team for their integration of art into the overall design. Recommend future project continue that practice.
8. Follow an integrated approach to directional and interpretive wayfinding that SDC will evaluate separately at a later date.