

Ballard Pump Station

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Commissioners Present

Brianna Holan, Chair
Kim Baker
Elizabeth Conner
Azzurra Cox
Mark Johnson
Rick Krochalis
Vinita Sidhu
Elaine Wine

Commissioners Excused

Justin Clark, Vice Chair
Amalia Leighton

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 65 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) third review of the Ballard Pump Station 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 were addressed and the design was advanced. The purpose of this meeting was to review the schematic design (60%) proposal for the project. At this meeting, the SDC voted, 8-0, to approve the schematic (60%) design for the Ballard Pump Station project.

Recusals and Disclosures

None

November 19, 2020

1:00 - 4:00 pm

Project Type

CIP

Phase

Schematic Design (60% design)

Previous Reviews[10/17/19](#), [1/19/17](#)**Presenters**Keri Burchard-Juarez
SPUKelsey Hinsperger
SPUAaron Luoma
HBB Landscape ArchitectureJeffrey Veregge
ArtistMona Zellers
Johnston Architects**Attendees**Vaughn Bell
ArtistEric Bergstrom
HDR Inc.David Boyd
AttendeeJack Chaffin
Johnston ArchitectsKaren Daubert
Friends of Street EndsEric Dyrness
SPUDavid Folweiler
AttendeeJason Huff
OACJoy Jacobson
FASShane Leaman
Johnston ArchitectsAlan Lord
SPUColleen Petilla
HDR IncMarieke Rack
SPUJoelle Torre
SPUKeith Ward
SPUKatie Wilson
SPU**Summary of Presentation**

Keri Burchard-Juarez and Kelsey Hinsperger of SPU, Mona Zellers of Johnston Architects, Aaron Luoma of HBB, and Jeffrey Veregge the artist presented the design. The presentation began with information on the long term plans to redevelop the larger site, including the Yankee Diner parcel. While development of the entire site (including the Yankee Diner and southern half of the site) is planned to begin five to six years from now, the current design aims to provide a fully functional and well integrated design while also not preempting future development. The team then provided an overview of the overall SCWQP, which spans from Wallingford to Ballard along the Ship Canal (*see figure 1*). The pump station for the SCWQP will be located in Ballard between 24th Ave NW, NW 54th St, Shilshole Ave and the waterfront (*see figure 1*). The design goals of the project include minimizing the footprint of the proposed pump station while reconnecting the neighborhood with the waterfront.

The team went over the schedule of the project and described community engagement. The team explained how equity was addressed in outreach, contracting, and in the art of the project. The team is addressing sustainability measures by pursuing Envision certification, modeling sizing for resiliency, and including specific elements such as natural gas powered, temporary elements, urban tree farm, phytoremediation, and green stormwater infrastructure within the design proposal.

The project team then presented the proposed design goals and site context. The five goals are Design for the Whole Site; Express function locally and city-wide; derive benefits for Seattle community and SPU; Contribute to and recognize the place and role of waterfront in Ballard; connect the neighborhood to the waterfront. The site lies in an industrial area, near the ship canal, and near the Ballard business district.

The team explained how the design has responded to SDC recommendations made during previous meetings, in particular how they were integrating the various design elements into one cohesive design concept (*see figure 2*). The team explained that water was the uniting theme throughout the project site, expressed as the primordial landscape underneath and the urban landscape floating on top of it. The conceptual ideas of boardwalks floating over the water and bioluminescence in the lighting also support this theme.

The project then provided details on proposed phasing of the design. The team explained how the design had been future tested so that even temporarily improved areas are robust during all phases.

The landscape design was presented after a brief recap of the history of the area. Pedestrians will be able to reach the water on a pathway along the west side of the site. A path along the north edge of the site leads to the Burke Gilman Trail. The amount of paving for truck movements was minimized as much as possible. The updated design also includes a refined planting palette. Blueberries were removed and some tree species were changed. The team is developing a maintenance and operations manual for the long term maintenance of the tree farm and planting areas. Tree species for the proposed tree farm were being selected in collaboration with SDOT and organizations who will transplant the trees into places around the city.

The team then discussed the proposed design of the 24th Ave right of way, Green Stormwater Infrastructure (GSI), and shoreline street end. The plantings at the north end were designed to support the art, while the choice of

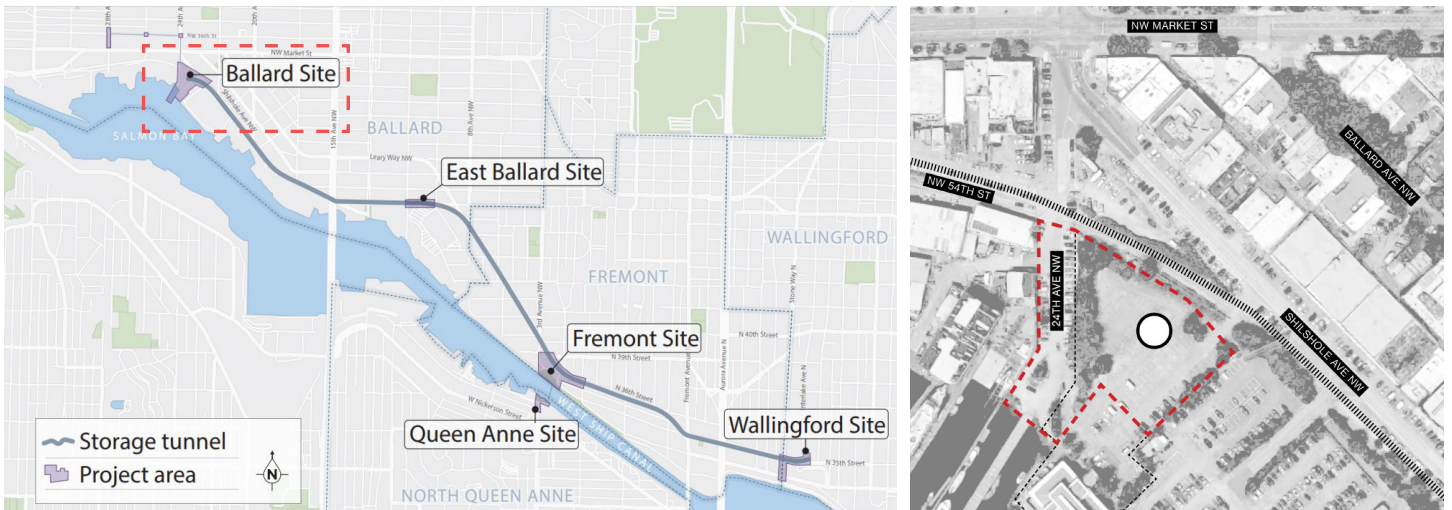


Figure 1: Overview of the SCWQP (left) and project location and boundaries (right)

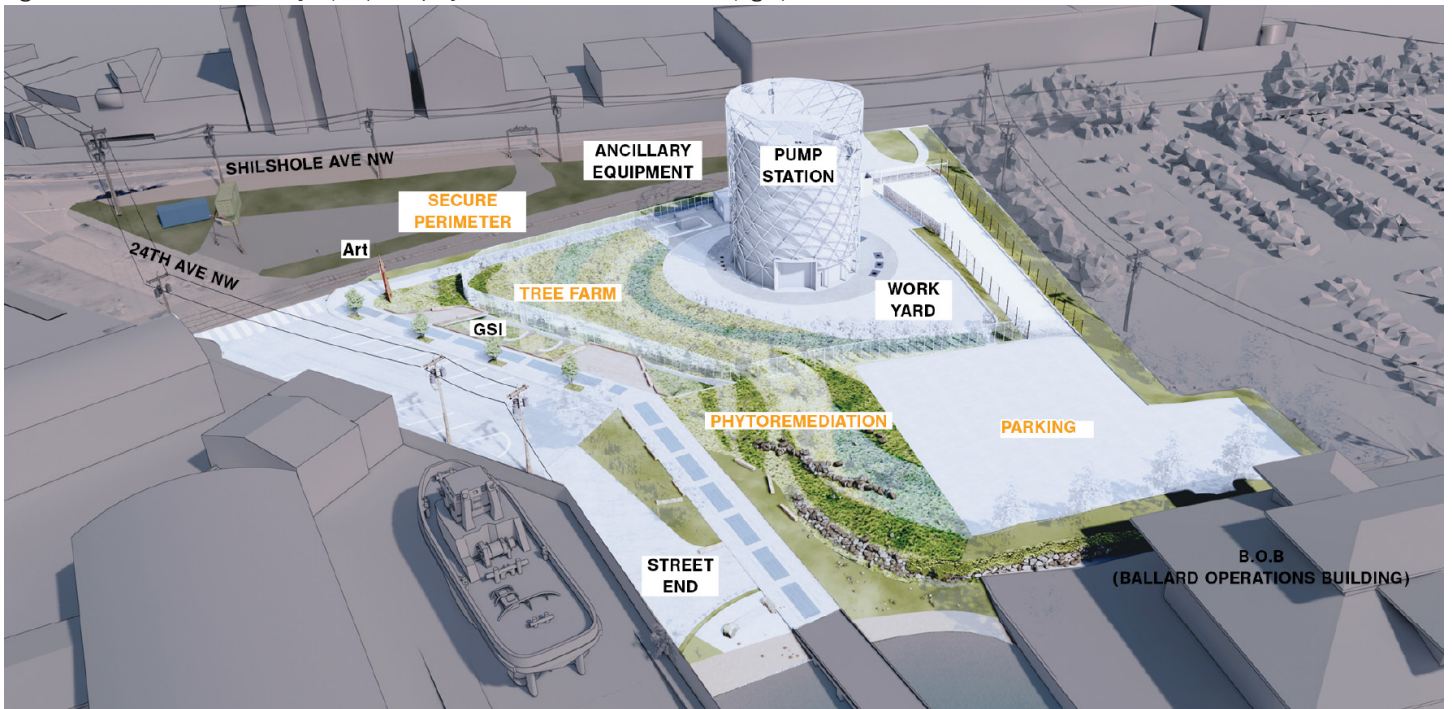


Figure 2: Updated design concept proposal (middle) and image of proposed art, sight lighting, and fencing material (bottom)

materials for site elements and furnishings draws from the maritime industrial past. Lighting within the bull rails will draw people down to the water. Stormwater will be conveyed through shallow swales with weirs and scuppers. No parking was provided along the west edge of the ROW so as not to conflict with the industrial vehicular circulation, as required by longstanding agreements. The paved area at the shoreline streetend for vehicular circulation will be controlled by removable bollards and buffered from the pedestrian route with plantings. Phytoremediation plantings will be provided.

The project team then presented the development of art, architecture and supporting materials. The proposed artwork draws on the maritime industrial and Indigenous histories of the site, such as drawing inspiration from The Calypso, Jacques Cousteau's ship, which was built just west of the site. In addition to referencing the site's maritime history, the design of the art tells the story of Octopus Woman, a new Coast Salish story developed specifically for the site. The story expands on the idea of water, informing choices for the art but also features throughout the site, lighting, colors, and other components (*see figure 2 on pg. 3*).

The design of the pump station tower references the scaffolding used in ship building. The lighting moves along the diagonal scaffolding and will change with the weather. It will bring to the surface the movement of water figuratively going on below the surface (*see figure 2 on pg. 3*).

The project team then discussed the location and design of the perimeter fence surrounding the facility and tree farm. The fence will protect the tree farm and SPU operations features (transformer, generator, and maintenance room). It will also provide illumination of the public space for safety. The fence shown was more simple than earlier versions and will use a metal scrim material (*see figure 2 on pg. 3*).

Agency Comments

None

Public Comments

Dave Boyd, Attendee, urged the immediate consideration of a more appropriate public use of the Yankee Diner site, given its location in a dense, urban village at the waters edge. David requested the fence be moved back to allow public access to the tree area and to expand the phytoremediation area.

Karen Daubert, Friends of Street Ends, does not approve of the large amount of paving in the street end design. Karen asked that the western edge of the street end design be softened and also recommended that pavers be added to better communicate that this is a public space. Karen then urged the City to plan for shoreline access and a waterfront walkway at the Yankee Diner site within the near future.

David Folweiler, Attendee, commented that the street end should include less paving and that the Yankee Diner building should be moved. David also mentioned that the boat launch should have a ramp that leads up to pier.

Summary of Discussion

The SDC organized the discussion around these points:

- Sustainability
- Equity
- Art Integrations
- Site Design (circulation, gathering spaces, future)

Sustainability

The SDC expressed appreciation for the way green stormwater infrastructure was integrated in the landscape design. Commissioners encouraged the project team to consider including more sustainable tree species in the tree farm.

Equity

The SDC commended the project team for their inclusion of Indigenous Coast Salish and maritime industrial themes. Commissioners then encouraged the project team to evaluate the amount of seating with backs and

handrails provided throughout the project site to ensure that the site is accessible for users of all ages and abilities.

The Commission acknowledged the shoreline as a valuable public resource and recommended the team continue to find ways to maximize public access to the water edge. The SDC also stated that the project team should carefully examine ways to provide public access to the water's edge at the Yankee Diner Site.

The Commission then discussed the ongoing need to understand the demographics of the community and how they are being served. Commissioners recommended the project team continue to collect demographic data as the design develops.

Art

The SDC appreciated the extensive collaboration between the artist and the design team. Commissioners agreed that the art vision is well represented in the lighting, architecture, and landscape design, and that the proposed artwork will be an interesting experience from multiple angles.

Commissioners cautioned the team about the proper placement, angling, and amount of lighting used for the tower, given the variety of materials and levels. Commissioners were encouraged to hear that the team would construct a mock up to better understand the ambient lighting, and advised the team to consider views from the pedestrian level, in three dimensions, and in conjunction with the lighting and materials choices for the fence/scrim.

Commissioners recommended the project team consider providing the story of the Octopus Woman, which underpins the cohesiveness of the design, at the base of the sculpture or somewhere nearby for people to read.

Site Design

The SDC applauded the project team's interpretation approach of the site design, which will daylight hidden stories and enrich the experience of people visiting the site. The Commission also commended the team for the interactive nature of the tower lighting, specifically during different weather events.

Commissioners expressed understanding for the need to provide a fence at the pump station but wondered if it was truly necessary to protect the innovative temporary tree farm use. Commissioners encouraged the project team to consider changing the height, permeability, and location of the fence. The Commission discussed whether the fence could be designed differently to create less of a visual barrier. Understanding the challenges of the fence needing to be both a backdrop and protection, commissioners questioned whether the opacity of the scrim material of the fence could be changed to better relate to the sculpture and tower. Commissioners also stated that a visually permeable fence material might make the tree farm more visually accessible. The Commission then encouraged the project team to carefully select a fencing material that will not fade within the near future.

Commissioners acknowledged that this project will increase the accessibility to this water access point, drawing more users who will be maneuvering to launch nonmotorized watercraft. The Commission recommended the project consider providing an area where users can temporarily store boats/SUPs and bikes. Commissioners also encouraged the project team to consider providing additional trash receptacles other amenities due to anticipated increase in use of the site.

Commissioners expressed concern that the Yankee Diner site would not be developed into a waterside amenity for the public for years. Commissioners requested additional information about why the Yankee Diner site will not be developed in the near future. Specifically, commissioners requested the project team consider the cost of providing an interim condition, and the value this amenity could be providing to one of Seattle's fastest densified urban centers. Commissioners encouraged SPU to reevaluate the conditions along the water at the Yankee Diner site and to consider providing a pedestrian connection along the water in the interim, with the aim of connecting to the new development to the east, which will also have shoreline access. Commissioners requested the project team update the site Master Plan using the same strong vision that has been developed for the project and to continue momentum for full redevelopment.

The SDC then discussed parking along 24th Ave. Commissioners were glad to hear that parking times would be limited so that no one was parking there all day. Commissioners encouraged the team to consider restricting vehicular access to the parking area during specific times in order to open the space up for programming.

Action

The SDC thanked the team for their presentation of the schematic design for the Ballard Pump Station. They commended the team for the strength of the approach and how the art, architecture, engineering, and landscape architecture had been integrated. The hidden stories play out in the narratives across the site. They will provide a rich experience as they unfold to visitors. This is an excellent example of carefully embedding infrastructure into a neighborhood.

The SDC voted 8 to 0 to approve the schematic design phase of the Ballard Pump Station with the following recommendations:

1. Provide the SDC with more information on the decision to postpone redevelopment of the Yankee Diner site.
2. Update the Master Plan without delay to integrate the new design. Consider the best and timely use of this waterfront site in this growing urban center. Continue to engage with the public, particularly underserved communities, as you develop the long term plan for this site.
3. Thoroughly consider parking needs and maximize pedestrian and recreational use of the shoreline right of way. Provide for temporary community programming.
4. As you develop lighting mock ups consider ambient light, the multitiered and sided characteristic of the art, and the pedestrian perspective. Concern lighting might be too bright for the surroundings and could distract immensely from the art.
5. Consider relocating the fence eastward and/or lowering it to allow more public interaction (visible or physical) with the tree farm.
6. Consider a more permeable, transparent material for the fence.
7. Consider providing more amenities that support full use of what will be a busy access point to the water, including bike parking, locking stations for kayaks / paddle boards, and sufficient trash and recycling areas.
8. Provide enough seating with backs and side rails to meet the needs of the older people in this community.
9. Maximize public access to the water, especially for underserved communities, as soon as possible.