



Seattle Design Commission

APPROVED MINUTES OF THE MEETING 6 January 2005

Gregory J. Nickels,
Mayor

David Spiker
Chair

Charles Anderson

Pam Beyette

Karen Kiest

Hannah McIntosh

Anindita Mitra

Sheri Olson

Nic Rossouw

Darrell Vange

Guillermo Romano,
Executive Director

Layne Cubell,
Commission Coordinator

Projects Reviewed

MLK, JR. Park Improvements

Delridge Parks

Boren Pike Pine Park

Retreat Follow-Up

Alaskan Way/Viaduct and Seawall – Preferred Alternative

Convened: 8:30am

Adjourned: 4:30pm

Commissioners Present

David Spiker, Chair

Charles Anderson

Pam Beyette

Karen Kiest

Hannah McIntosh

Anindita Mitra

Sheri Olson

Nic Rossouw

Darrell Vange

Staff Present

Guillermo Romano

Layne Cubell

Tom Iurino

Emily Podolak



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Development

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6 Jan 2005 Project: **MLK, Jr. Memorial Park Improvements**

Phase: Design Development

Previous Reviews: 16 September 2004, Concept Design

Presenters: Karen Galt, Parks and Recreation
Cathy Tuttle, Parks and RecreationAttendees: Michael Shiosaki, Parks and Recreation
Skye Kahli, community member

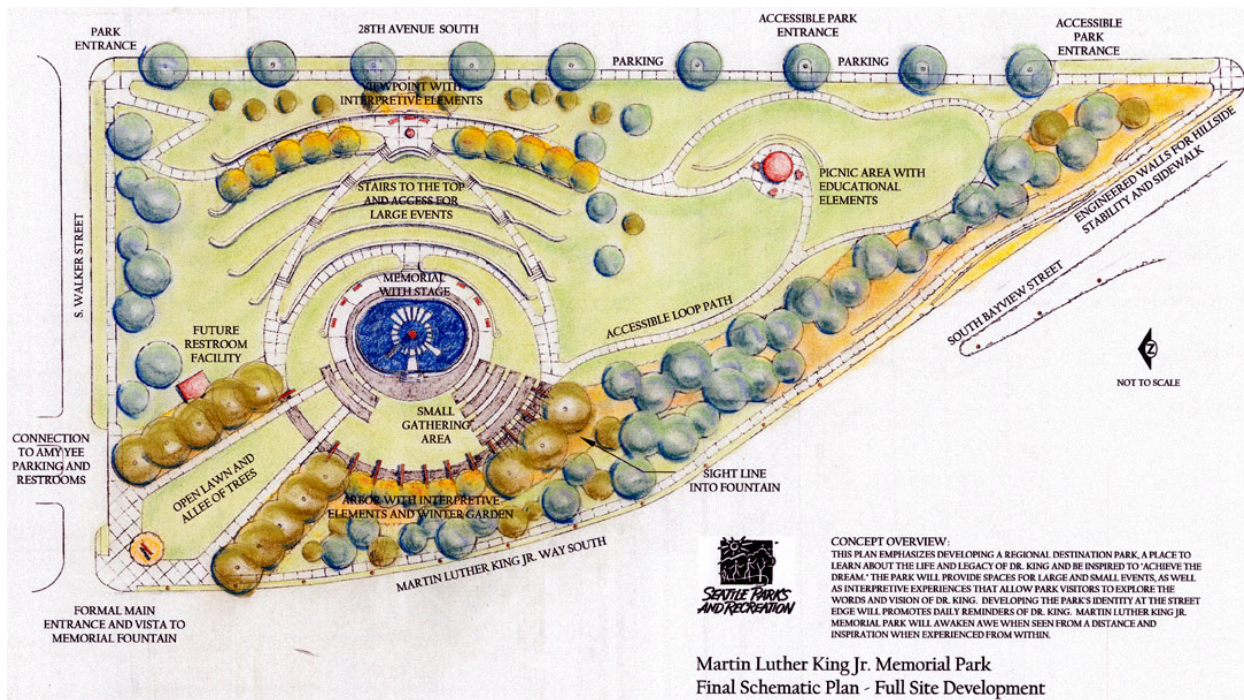
Time: 1 hour (SDC Ref. # 169/ DC00338)

Action: The Commission appreciates the presentation and would like to make the following comments and recommendations.

- appreciates how proponents made the most of the good qualities of the park; the overlook, the stairs and the picnic area.
- generally questions the location of the fountain and the sculpture; that perhaps they are not located in the right place, and they interfere with the function of the amphitheater as an event space.
- suggests that focus of available funds be placed on creating a park for a daily-use basis. The Commission clarifies that this is not a retraction of their previous comments (Sept 16, 2004); they still believe that the park should be developed as a major event venue in the long run, but focusing the limited funds available now on improving the daily-use functions will help make it a better place for the neighborhood.
- suggests the use of plantings to better define the amphitheater space but also maintain visual access into the park.
- suggests that Phase I include improving visual access into the park, especially in its northwest corner, encouraging that the regrade and planting proposed for the northwest entrance be included in the Phase I plan.
- encourages during Phase I the development of opportunities for real public interaction, through use of the banners suggested, and as a way to keep Dr. King's message current.
- encourages the use of materials compatible with the vernacular materials currently used on site.
- recommends approval of Phase I Design Development.

MLK, Jr. Memorial Park is a Pro Parks Levy funded project, with \$475,000 for planning, design, and construction of parks improvements. The Levy asks to "improve MLK, Jr. Park, including sanctuary seating, pathways, parking, picnic areas, and landscaping." The site was dedicated to MLK, Jr. in 1983, and improvements have been continuous since, including a memorial sculpture and reflecting pool.

The park is a triangular space bounded on the west/southwest by MLK, Jr. Drive, the north by S. Walker Street, and the east by 28th Avenue South. The site is located on a steep slope. The east side is comprised of single family residential housing and the west side includes industrial use and transitional housing.



Final Schematic Design

The schedule for the project is/has been as follows:

August 17, 2004	Community Meeting #1: Interactive workshop
September 14, 2004	Community Meeting #2: Review and discuss design ideas
September 16, 2004	Design Commission Review #1: Design Concept
October 26, 2004	Community Meeting #3: Review final plan for park improvements
Nov. 2004-Mar. 2005	Additional fundraising and construction document review
January 6, 2005	Design Commission Review #2: Design Development
Apr. 2005- Nov. 2005	Construction of the improvements

Community meetings were large, diverse, and opinionated, and comprised of local residents and regional interests. One of the issues about this park is in regards to the master plan developed 10 years ago which has a vision of making it a regional park that is dedicated to MLK, Jr. The park's mission statement was created at the same time as the master plan and states the following:

Martin Luther King Jr. Memorial Park was conceived as an inspirational memorial to Dr. King. The park is dedicated to teaching each new generation the lessons of Dr. King's spirit, and gives visitors an opportunity to be inspired by his words. Martin Luther King Jr. Memorial Park will awaken awe when seen from a distance and inspiration when experienced from within.

There were very bold visions that came out of these community design meetings, many that people have carried for the 15 years since the park's inception. The proponents offered the community the ability to pause in the construction schedule and go out and do more fundraising, because the master plan and the

concept they developed went far over the budget of \$475,000. The community felt after meeting with church groups and community development groups, that they didn't have the energy to push forward on a fundraising effort that would total around 1 million dollars, so the proponents are currently taking a small step towards making a regional park that is dedicated to Dr. King by proposing a Phase I design implementation.

Proponents addressed the Commission's comments from their last presentation, which included suggestions to

- strengthen a space for events
- research whether the landscape can withstand heavy use
- maintain formality around the fountain
- include current neighborhood history in the educational programming
- review stairway design

Proponents identified three main goals to guide a design that would further develop the park's vision.

- develop identity on the street and enhance entry and visibility into the park
- develop site so that it can support events of many scales
- create and enhance existing interpretational and education opportunities throughout the site

1. Develop identity on the street and enhance entry and visibility into the park

The creation of a grand entry located in the northwest corner allows views into the memorial area. The entry is defined by pathways, framed by an alleé of trees, which direct visitors towards an open lawn area that surrounds the memorial. The placement of poles and banners along the street with one word messages of Dr. King's (i.e. justice, love); demonstrate the park's identity to the street.

2. Develop site so that it can support events of many scales

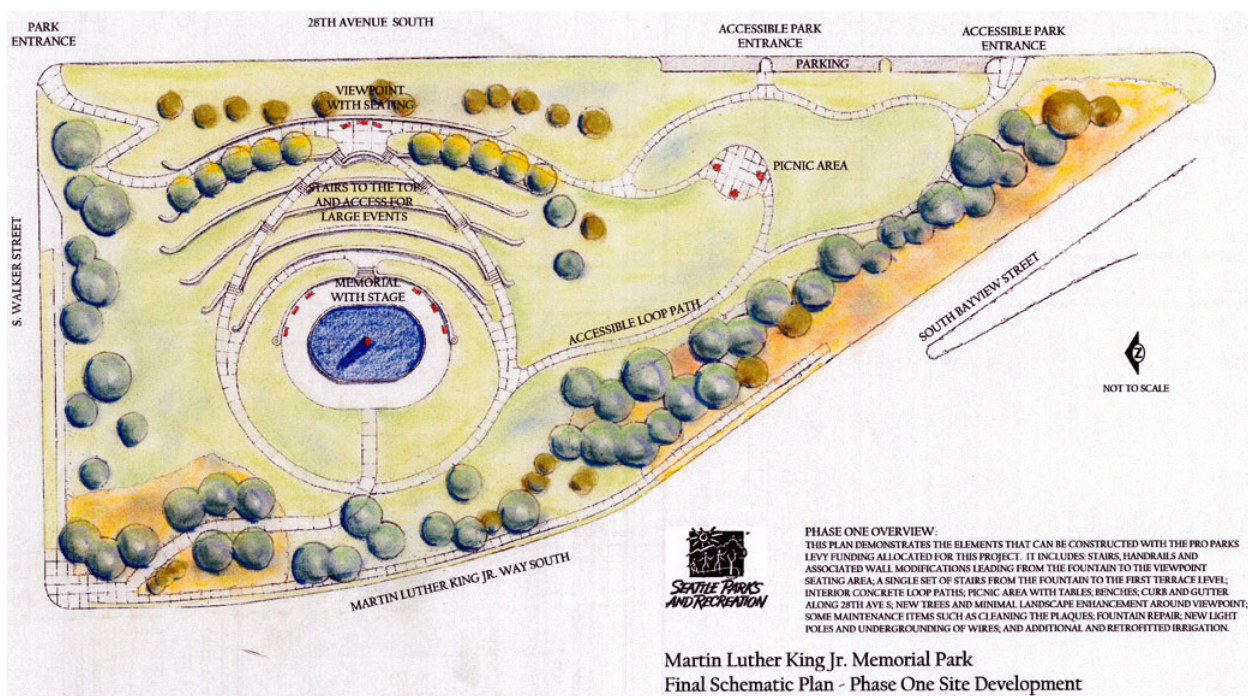
The plan addresses two scales of use for large events related to the amphitheater area and for smaller ceremonial events related to the west side of the fountain. For large events, the plan proposes developing the fountain area as more of a podium for speaking. Two stairways provide access to the amphitheater terraces and to a viewpoint at the top. An accessible route leads to the front row seating located on the first terrace. For smaller events, the plan proposes planting trees along MLK, Jr. Way S. to create a soft, garden edge. A series of granite arbors located along the walkway to the east of the fountain create a more intimate feel, and granite pavers that relate to the granite fountain help define smaller spaces for smaller ceremonial events, such as weddings. The plan proposes a bus pullout location at the east end of S. Walker Street for school field trip access and additional parking at the south end of 28th Ave. S.

3. Create and enhance existing interpretational and educational opportunities

The park currently contains plaques with MLK, Jr.'s messages around the sculpture. The plan proposes two additional experiences that will set the stage for interpretive elements. The first experience includes the stairway climb to the overlook where visitors gaze on MLK, Jr.'s

memorial below and where plaques reveal quotes from MLK, Jr.'s speech, *I Have Been to the Mountain Top*. The second experience encourages visitors to traverse through the granite arbors and view smaller, more intimate, detailed information about the chronology of MLK Jr.'s life or neighborhood events.

Proponents presented Phase I of the plan which demonstrates the elements that can be constructed with the Pro Parks levy funding allocated for this project. It includes: stairs, handrails and associated wall modifications leading from the fountain to the viewpoint seating area; a single set of stairs from the fountain to the first terrace level; interior concrete loop paths; picnic area with tables; benches; curb and gutter along 28th Ave S; new trees and minimal landscape enhancement around viewpoint; some maintenance items such as cleaning the plaques; fountain repair; new light poles and undergrounding of wires; and additional and retrofitted irrigation.



Phase I Site Development - Schematic Design

Key Commissioner Comments and Concerns

- Asks proponents how they believe the existing park has been successful and unsuccessful at meeting the park's mission.
- Proponents stated that the fountain is successful because it provides a focal point, creates energy and tributes the life of MLK, Jr. They stated that the amphitheater is unsuccessful because it is difficult to access, if not inaccessible, and thus, deters people from using this area of the park.
- Questions keeping the sculpture and fountain as focal point; feels that it interrupts the function of the amphitheater.
- Asks for clarification in regards to Master Plan and Phase I Plan and what \$475,000 budget will accomplish. Questions if proposed changes are feasible given their existing budget.
 - The \$475,000 will cover Phase I costs, funding is not yet available for entire Master Plan.
- Asks if fountain and sculpture can be moved.

- Proponents stated that there is strong community attachment to its current location, and that it would be very expensive to change its location.
- Asks what public feedback has been in regards to desired use.
 - The community comments have been all over the board, ranging from members who want a daily-use park to others who want a regional park that is a destination to pay tribute to Dr. King and learn about his life and contributions.
- Asks about current use.
 - Proponents state that it is currently not even being used for MLK, Jr. Day celebrations; it can not support large groups.
- Supports tree plantings to shelter statue and fountain from the street
- Suggests changing fountain to stage space by either moving fountain or bridging over it.
- Expresses concern about holding on to an unsuccessful element and trying to improve it, suggesting that it is not good in the long run.
- Suggests moving fountain at a later time when the budget allows it, and focusing on other efforts at this time.
- Suggests installing a temporary stage on top of fountain that can allow amphitheater function.
- Expresses concern with using expensive materials, specifically granite, due to budget constraints.
- Cautions screening MLK, Jr. sculpture too much with plantings; restricting necessary visibility.
- Reminds that trees don't block views if pruned appropriately.
- Supports park as a regional destination to pay tribute to MLK, Jr.
- Questions whether design serves its purpose of paying tribute to Dr. King.
- Encourages more of an experience as one travels through the park.
- Supports park as a daily-use facility.
- Suggests focusing available funds on landscaping to reduce its barren qualities and encourage use.
- Suggests focusing available funds on picnic area to encourage neighborhood use of park on a day to day basis.
- Suggests incorporating daily programming elements at overlook to encourage visitors to visit memorial.
- Questions whether overlook can be used for both daily programming and memorial.
- Encourages strengthening the daily-use elements during Phase I and that the memorial aspect will come along.
- Reminds proponents not to install plantings in areas that will be changed in later phases.
- Encourages installing planting plan proposed in master plan during Phase I, even if pathways can not be installed at that time, the trees will create structure and visual corridor.
- Suggests that parking on the east side of the park be moved closer to the overlook to increase accessibility to the memorial.
- Proponents replied that they made a conscious effort to remove parking from the memorial experience, so provided nine parallel parking spaces on the south east end of the street.
- Encourages parking along the full length of the street; does not believe that it will interfere with experience due to the existing grade change and suggests that parallel parked cars will help provide a buffer from street traffic.

6 Jan 2005 Project: **Delridge Parks**
Phase: Schematic Design
Previous Reviews: None
Presenters: David Goldberg, Parks and Recreation
Jennifer Mundee, Cascade Design Collaborative
Andrew Fox, Cascade Design Collaborative
Attendees: Michael Shiosaki, Parks and Recreation
Karen Galt, Parks and Recreation
Skye Kahli, public
Time: 1 hour (SDC Ref. # 169/ DC00344)

Action:

The Commission appreciates the presentation of an early stage schematic design and suggests that the proponents consider the Commission's comments from this point of view, as a project in its gestation.

- **encourages the proponents to not feel too fixed in the layout presented at this time.**
- **appreciates the community's comments that bring to our attention how the design would be improved by incorporating some reflection of the local cultural diversity and the creation of an artistic vision for the park, regardless to whether or not it is funded.**
- **encourages the proponents to review the program elements added to the site in response to community interest and suggests that they be further integrated into a clearer design that responds to all three sites and the surrounding neighborhood.**
- **suggests that the proponents better define the street edge of the park to delineate the park from the unkempt area that surrounds it.**
- **recognizes that the rain garden is a specific sustainable response, but suggest that if a green concept theme is used that it be presented throughout the entire park and be incorporated with the Greg Davis Park which does use this theme.**
- **commends the proponents for incorporating much-needed positive youth activities on the site, but suggests further investigation into safety concerns around the children's play area design.**
- **recognizes the design challenges surrounding the P-Patch and parking area located in the northeast corner of the site and recommends further investigation into the church parking needs and the possible relocation or modification of the P-Patch site in order to resolve design issues.**
- **requests, In future presentations, that the proponents provide more descriptive materials such as topography, sections, and photographs of existing site.**
- **recommends approval of Schematic Design. 6 Approved, 3 Opposed.**

Seattle Parks has partnered with Cascade Design Collaborative to design improvements to three Delridge Neighborhood park sites: Puget Boulevard Commons, Brandon Mini-Park and Greg Davis Park. All parks are funded separately by the Pro Parks Levy. A suggestion was made for one action to be created for the three projects because they are an integrated design scheme at this time.

Puget Boulevard Commons Development, Brandon Mini-Park and Greg Davis Park are located in the Delridge Neighborhood of West Seattle near the intersection of SW Brandon St and 26th Ave SW. All three parks are Pro Parks Levy CIP projects and have budgeted Puget Boulevard Commons: \$679,296; Brandon Mini-Park: \$564,697 and Greg Davis Park: \$73,293. The Levy provided direction for the park design, and improvements were largely derived from the Delridge Neighborhood Plan recommendations.

Two community meetings were held on Nov. 16, 2004 and Dec. 16, 2004. A third meeting, a design development workshop is scheduled for early February. Community feedback has been valuable and has allowed the proponents solid design development based on the community's interests. Their feedback is incorporated into the programming elements of the project objectives.

Project Objectives:

Puget Boulevard Commons Development

This project improves a portion of a 1.9 acre site at Puget Boulevard. Community feedback incorporated into design includes:

- desire to expand p-patch
- create linkages between Puget Boulevard, Puget Ridge and to the Longfellow Creek Legacy Trail.
- desire for the park as an east-west connection as well as a neighborhood amenity.

Brandon Mini-Park

This project converts an existing underdeveloped land (1.1 acre) owned by the City into a neighborhood park. Community feedback incorporated into design includes:

- recreational parks, playground and picnic shelter.

Greg Davis Park

This project completes development of the 1.3 acre park site, which is adjacent to Brandon Mini-Park, another 2000 Parks Levy site. Possible improvements include the development of plazas and additional landscaping. There is a master plan already in place and intentions to complete it so recommended design improvements were kept as loose suggestions

Project Goals:

- Keep in mind pro parks levy constraints and requests
- Make connections to existing Legacy Trail
- Expand and improve existing connections from natural green belt to urban Delridge area
It is zoned neighborhood commercial so we are anticipating corridor will increase in density and will become an urban mixed use area over time
- consider safety security issues, keeping CEPTED in mind
Drug dealing occurs along 26th Ave.; Neighborhood sees this as the main issue
Existing condition in BM is dense overgrown, purchased as golf course expansion, homes torn down and lot left to its own devices.
There is not a lot of opportunity for surveillance
- Preserve large trees in Brandon Mini Park section, requested by community
- Create connections with Puget Boulevard ROW, and 26th as the designated bike route through the Delridge neighborhood to get traffic off of Delridge ROW

- Create design to enhance relationship with strong community anchors, an Episcopal Church, library, and P-Patch
- Consider parking needs of church in a ¼ block area on east side of park and SDOT ROW issues.
- Maintain access to the alleys on the north side, and create a turnarounds in ends of alleys that are cut off

The design team presented three design concepts to the community during their first meeting on Nov. 16, 2004, allowing attendees to sketch and comment on the proposed concepts.

1. The Arc Concept: an arc-shaped pedestrian corridor through the site is proposed as a connection mechanism, and a gesture to tie the spaces and the three parks together. This concept required relocating the p-patch.
2. Trilogy Concept: includes three distinct areas of the park, a great lawn as the main entry located on the east side; an undulating circulation through the park that creates soft recreation opportunities, and the relocation of the p-patch to the southwest area of the park which would also provide a picnic area and playground.
3. The Spine Concept: pulling the urban grid, using alleys and streets to define the form of the park providing formalized and axial connections; a bosque as a gateway entrance off of Delridge, an expansion of the existing P-Patch; a gateway to Greg Davis at 26th which matches the Delridge gateway; a plaza that relates to the Greg Davis plaza and combined makes a larger gathering space.

The majority of the community was drawn to the arc concept; however they did not want to relocate p-patch because they feel that there has been a lot of community investment in the existing area.

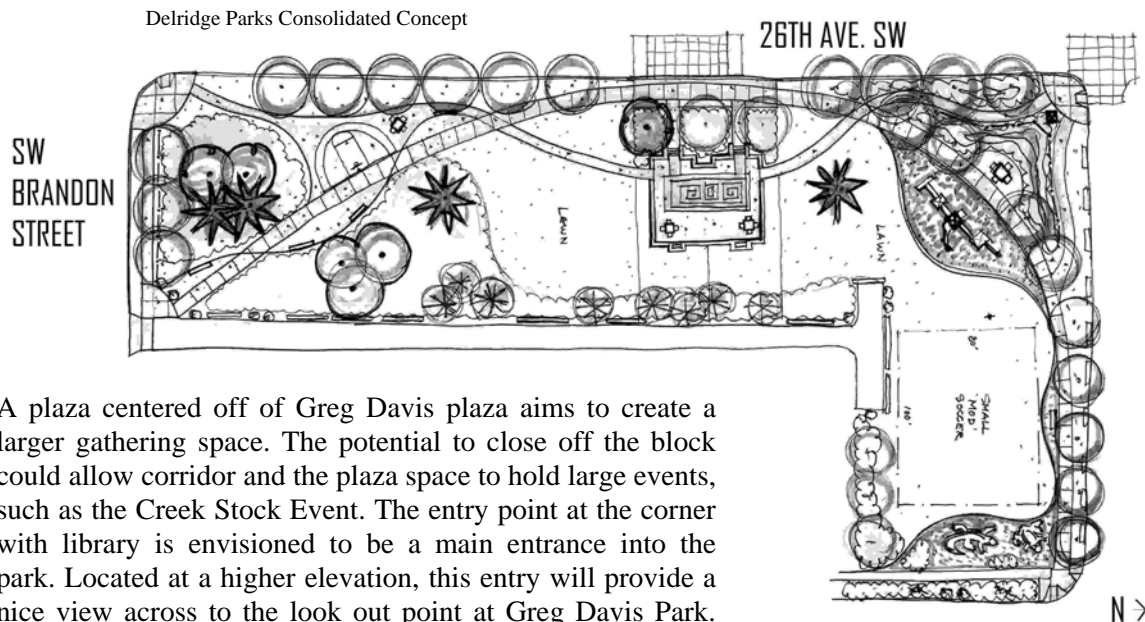
Design Details

(described moving from east to west along arc circulation)

Maintaining P-Patch at its existing location, the addition of a basketball court and a parking area for the church encourages visitors to this area of the park and creates an active entrance and setting off of Delridge. The topography allows excellent visibility down to the children's play area to the west. Using the arc flow as the circulation route, visitors travel west from the P-Patch through play structures and art play elements located in the children's play area. A rain garden for water infiltration includes educational signage, and is located on the low point of the site, north of the play area on the northwest corner of the park.

The park continues south through a residential area demolished for a golf course extension which was never built. Programmed park activities are incorporated into the past parcel dimensions and preexisting house locations. Where chimneys had been located, BBQ pits and picnic table stand in their place. The arc intercepts the plaza which includes a labyrinth created potentially out of different colored concrete. It's envisioned as the living room rug of the park. The labyrinth was proposed by the King County Substance Abuse Board as an area for meditation for recovery and celebration of the recovery process. The Abuse Board proposed it to the community at the Nov. 16, 2004 meeting and received a pretty positive response.

The arc sweeps around and becomes an undulating pathway with a 1/2 court basketball court and skateboard elements, which are not technical but rather concrete benches that can be used for skateboarding and resting. The south portion of the park serves as a transition from the urban Delridge Neighborhood to the rural Longfellow Creek/Legacy Trail area. Keeping existing trees but pruning up the understory due to safety concerns, the already established vegetation provides a buffer element and creates a smooth transition to Greg Davis Park.

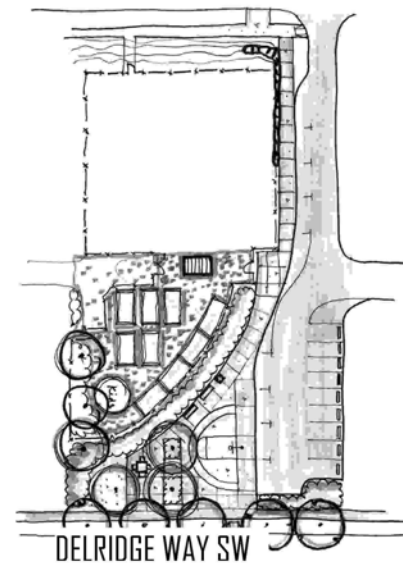


A plaza centered off of Greg Davis plaza aims to create a larger gathering space. The potential to close off the block could allow corridor and the plaza space to hold large events, such as the Creek Stock Event. The entry point at the corner with library is envisioned to be a main entrance into the park. Located at a higher elevation, this entry will provide a nice view across to the look out point at Greg Davis Park. An open expanse left in the middle section of the park uses the existing edge of Greg Davis to create the feeling of a large community space.

Further design issues that are being considered include a compromise with SDOT in regards to an alternative street edge form, which would allow the design's proposed arc circulation rather than linear sidewalks. Logistics in regards to the church parking area must be addressed.

Parks has no legal obligation to provide parking; further investigation must be done on the value of maintaining parking for both park and church use. The proposed mid-block crossing must be approved by SDOT. Further communication with SDOT in regards to the P-Patch layout, its accessibility and the public/p-patch interface.

A lot of progress has been made on design thanks to community feedback. Individuals have problems with pieces of the design for example on how close certain park elements are to their house, but overall, the concept's balance of interests represented supports the design.



Public Comment

- Resident lives one block from the park and has been promised an accessible P-Patch plot that she has not yet received. She states that the proposed design does not represent the diversity in the area; community meetings were only posted in English in a community that speaks six different languages. She challenges the decision to not use one percent of the park's funding for arts, arguing that it would be an excellent way to incorporate the multicultural aspects of the area. She questions the proponents' partnership with the King County Substance Board to sell tiles for the construction of a labyrinth for addiction recovery arguing that it is a seizure of public land for special interests. She asks that the project not be recommended by the Commission.

Key Commissioner Comments and Concerns

- Asks if right of way for Puget Boulevard is mapped on city map.
 - Boulevard is park property GIS shows green outline on top of park property there are areas maintained for street access at current intersections
- Asks how fast traffic travels on 26th
 - Fast. It is used as a bypass
- Asks how width of 26th
 - Right of way is 56 feet, paved section is 24 feet. The design uses the gravel shoulders.
- Asks the width of the bike lane on 26th
 - It has signage but there is not a separate bike lane.
- Inquires about the P – Patch vacancy rates
 - The P – Patch is full, but there isn't a waitlist and currently no demand for expansion.
- Comments on lack of information due to no visual representation of the site's existing conditions.
- Asks for the total acreage of all three parks.
 - Total acreage is a little over four acres; Greg Davis is two of the four acres.
- Questions labyrinth's purpose
 - Provides spaces where those recovering and recovered can go for reflection and meditation. It will attract multiple interests. It is one choice for the hardscape experience in the plaza area of the park.
- Asks if the parks department will design the labyrinth.
 - Foresees yes.
- Asks how design responds to safety concerns.
 - A pruned under story allows for sight lines and view access points for police.
- Expresses concern about the juxtaposition of the sunken garden and the children's area in regards to safety.
 - The garden is not deep. And by placing a curb on the east side of the road, people will not be able to pull off on the shoulder of the road as they currently do.
- Comments that proponents design did not understand or relate to the design intent of the Greg Davis plaza area as a start off point for kids to head down to the creek.
- Suggests that there are programmatic issues with the park
- Suggests that the design is very complicated for a small space
- Suggests that they would like to see the new design better reflect the initial design intention of the Greg Davis Park.

- Suggests that the Greg Davis Park should be depicted on maps as boldly as the other two parks to focus on the relationship and connections between the parks.
- Suggests that there is no cohesive whole of the design; that it instead looks like isolated elements strung along.
- Suggests that the proponents' attempt to incorporate all of the disparate elements expressed during the community meetings weakens the design overall.
- Recommends that the proponents develop a cohesive, clear design.
- Suggests that proponents need to strengthen the connection to Greg Davis Park.
- Suggests changing parking from the p-patch to 25th/26th street, if possible.
- Suggests that proponents establish a street edge with sidewalks and curbs on all four sides to provide definition between the park and the road and to provide connections to and around the park.
 - Replied that they didn't want to spend what little funds they had on street improvements.
- Asks what role is SDOT plays in potential streetscape improvements.
 - Stated that streets are currently not even cleaned; they have no plans to improve existing conditions.
- Suggests that it would be a good opportunity to look at sustainability through a partnership with SDOT, SPU and pervious pavement.
- Encourages simplicity in the overall concept of the design.
- Encourages proponents to somehow incorporate the cultural diversity of the neighborhoods.
- Suggests that the design has three potential elements that will generate "eyes on the street:" the P - Patch, the children's play area and the basketball court. Suggests relocating these three elements to activate different areas of the park through more programming and deter criminal activity
- Suggests that spaces seem discontinuous and perhaps the arc concept could be a series of spaces rather than the sidewalk that connects them.
- Believes that the P – Patch creates a blockage in its current location. Recognizes that community wants P – Patch to remain in its current location but encourages proponents to be an advocate for the greater space.
- Questions the labyrinth idea; encourages proponents to incorporate art into the design more subtly.
- Questions the safety of the labyrinth.
 - It is a 2D paving pattern not 3D.
- Asks why the park does not have the Pro Parks Levy 1% for arts.
 - The Pro Parks Art Plan focused the money in certain locations. This park is not one of them.
- Reminds proponents that just because there isn't the 1% doesn't mean it precludes the use of arts in the park; suggests incorporating community artwork
- Asks if there currently is parking along the streets.
 - Yes.
- Suggests that there is a disconnect in the relationship between the proposed design and its surrounding context
- Argues that the arc looks good in plan but that no one will walk it as proposed; the arc might be a good armature to organize the program but needs to be enforced.

6 Jan 2005 Project: **Boren Pike Pine Park**

Phase: Design Development

Previous Reviews: 20 Mar 2003, Design Development, 5 Apr 2001 Concept Design

Presenters: Lynn Sullivan, Parks and Recreation

Karen Galt, Parks and Recreation

Attendees: Michael Shiosaki, Parks and Recreation

Moiria Gray, SDOT Vacation Office

Time: 1 hour (SDC Ref. # 169| DC00219)

Action**The Commission thanks the design team for bringing Boren Pike Pine Park back for our rereview.**

- **endorses the urban off leash area.**
- **suggests pushing the urban feel of the park and creating an interesting entrance.**
- **suggests using fence material other than chain link fencing unless it is used creatively. recommends that the planters be removed from the column staircase to promote a simpler space.**
- **suggests that Pine St. entry to the off-leash area be pulled off of the street, but recognize that there may be some grading issues in order to do so. In response to the notion of creating commercial activity in the park, the Commission agrees that the presence of tables and chairs in Urn Plaza will just provide this kind of space, and will encourage neighbors and passersby to use the space.**
- **questions the appropriateness and location of urns, and has a divided opinion on the topic.**
- **asks that the proponents consider the Commission's comments and concerns. recommends approval of revised schematic design and recommends waving design development review if proponents proceed with presented plans.**

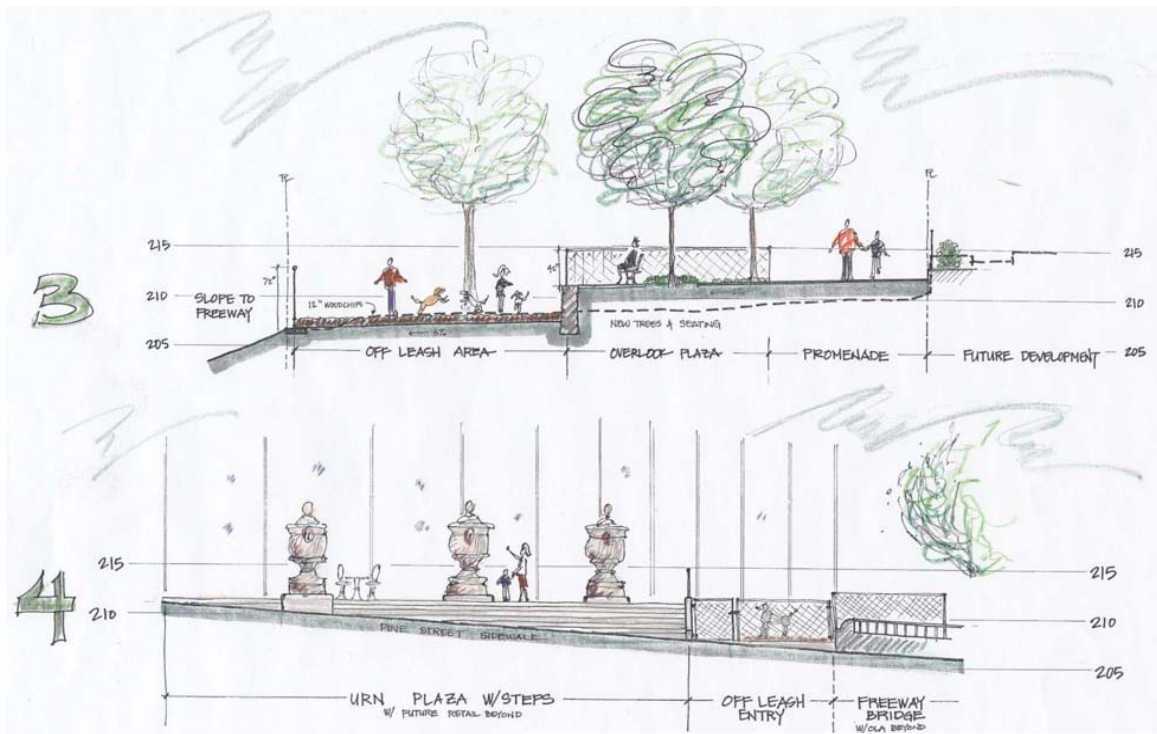
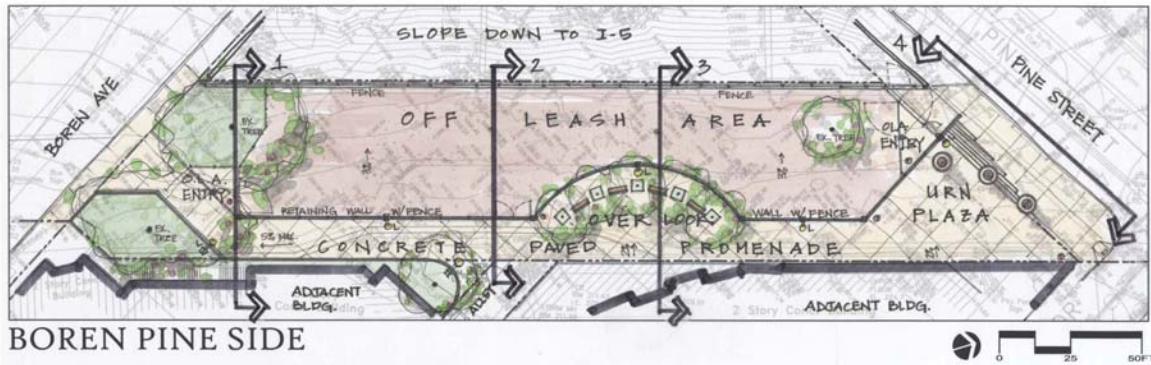
The project location sits on the corner of five neighborhoods and is bordered by Pike St., Pine St., and Boren Ave. The site provides a gateway to the downtown areas and offers views of downtown. Currently, it is most commonly used by transients for hanging out and by the community to get between Pike St. and Pine St. The planning process began in 1997 by Murase, but Parks and Recreation was not comfortable with the plan because it did not create new uses.

When it became a ProParks project with \$825,000 committed to it, Parks and Recreation interviewed consultants and brought on Nakano Associates. The Design Commission recommended approval for design development at the 20 Mar 2003 meeting. However, since that time the community has expressed interest in adding a new programmatic element to the park's design requesting that the terrain be as flat as possible and be programmed with as much off-leash space as possible.

Two important elements affect the park's design and use. First, the park's relationship with WSDOT; The park is located on WSDOT property and the Parks are leasing the land and using permission from WSDOT to make improvements and must continue to maintain grounds. WSDOT right of way separates the park from the freeway by chain link fencing. Parks and Recreation also assumes responsibility for maintaining the WSDOT right-of-way. The second important element is the surrounding proposed development; a high-end condominium development is proposed south of the park. The park design should interface with proposed building and encourage future residents' use.

Design Details

Urns placed along Pike St. serve as a gateway while balancing the columns along Pine St. Accent uplighting placed around the columns will allow night time interest. Trees around columns have been pruned up to open up site lines and provide views towards downtown. Additional pedestrian-scale lighting is located throughout the park for safety. A plaza located in the park's east corner provides a community gathering space, which could incorporate chairs, tables, and benches and have a café feel.



Off Leash Area – schematic design and cross sections 3 and 4

The gathering space connects to a 14' wide promenade, which separates the proposed development from the off-leash area and provides a pedestrian corridor from Pike St. to Pine St. A viewpoint node, located halfway down the promenade encourages travel through the park and provides an area to pause. A three foot high retaining wall separates the promenade from the lower off-leash area. An additional fence will divide the two areas. Entrances into the off leash area are located off of Pike St. and Pine St.

Key Commissioner Comments and Concerns

- Asks the width of the promenade and the off leash area
 - The promenade is 14' wide. The off leash area is 30' wide.
- Asks how one enters the off leash area
 - There is one entrance at each end, off of Pine and Pike.
 - It is a 2D paving pattern not 3D.
- Asks if there will be a fence between the promenade and off leash area
 - Yes, there will be a fence above the vertical retaining wall.
- Asks if it will be a chain link fence
 - Yes, but black, small and discreet
- Suggests the use of a nice fence since it is one of the only design elements of the park.
 - Funding restraints may restrict us from using a nicer material.
- Encourages pushing an urban “feel” to the park.
- Suggests moving the fence line to align with the column park side making the two areas feel like one park
- Suggest removing the planters from the stairway below the columns to strengthen and simplify the space.
- Suggests celebrating one entry as the main entry but maintaining the two entries for safety reasons.
- Suggests the use of a more substantial urban guard rail rather than a chain link fence between the promenade and the off leash area.
- Suggests making a stronger urban gesture to better match the urban environment off of Boren Street.
- Supports that the proponents make strong attempt to save the elm trees because of need of green space in the area.
- Believes that the new program element of extended off-leash area is a fantastic solution to this difficult site.
- Suggests using a nicer material for the fence at least in the overlook area if it is unaffordable to use for the entire fence length.
- Asks if entrance could be located off of plaza rather than Pine St. to allow more breathing space
 - The entrance is located off of the sidewalk at Pine St. because at that location it is at grade.
- Suggests using a curve rather than a geometric form for outlook area to compliment this form used throughout the park.
- Asks if the trees over the columns are distracting and block views
 - Since the photo displayed was taken, the tree limbs have been pruned up and no longer block the views
- Suggests that the proponents explore one park circulation that works over both sites.
- Questions the use of the urns in the park believing that their vocabulary is incompatible with the surrounding modern environment.
- Expresses support for the dog park as a design solution
- Suggests that the proponents explore integrating commercial activity at the ground level of the condominium complex off of the promenade.
 - It will be very difficult for commercial activity to occur on the park/promenade side, because the land is owned WSDOT and all profit would go the WSDOT. This is reason the design proposal limits commercial activity to the urn park area off of Boren.

- Suggests that it is would be worth pursuing even if it is difficult because park side commercial space would be a gold mine
- Disagrees believing that commercial space off of park would be difficult economically because I-5 severs one half of potential foot traffic from traveling to the area.
- Comments that the tenets living in the condominiums and commuters passing through would support the businesses.
- Argues that it would not be enough support
- Responds that it is hard to determine whether the commercial area would be successful or not; it depends on the social dynamics and design of the space.
- Suggests that the proponents explore the pathway materials and form to create a nice edge
- Suggests extending retaining wall above the circulation for a double use as a retaining wall and to separate the off-leash area and the promenade.

January 6 Commission Business

ACTION ITEMS

A. TIME SHEETS

B. MINUTES FROM 11/18/04 AND 12/16/04

- 12/16/04 NOTES TABLED UNTIL NEXT MTG.

DISCUSSION ITEMS

C. OUTSIDE COMMITMENTS

D. COUNCIL AND MAYOR UPDATES

E. RECRUITMENT UPDATE

F. WORK PLAN

REVIEWED THE REVISED VERSION OF WHAT WAS REVIEWED DURING THE RETREAT. DISCUSSED LEVEL OF INVOLVEMENT IN PUBLIC OUTREACH

G. MONORAIL REVIEW PANEL UPDATE

JOB DESCRIPTION DRAFT FOR PANEL COORDINATOR HAS GONE BEEN DESTRIUTED TO THE PANEL AND IS BEING REVIEWED. COMMISSION SUPPORTS PUTTING PANEL ON HOLD UNTIL CONTRACT IS SIGNED BETWEEN SMP AND DBOM AND THERE ARE DESIGNS TO REVIEW.

ANNOUNCEMENTS

H. LIGHT RAIL REVIEW PANEL - 1/11 AND 1/18 4-6PM

I. DC/PC WATERFRONT SUBCOMMITTEE-1/7, 12-1:30, SMT 1940

J. WATERFRONT ADVISORY TEAM - 1/12, 3-5PM RM. L280

K. MONORAIL REVIEW PANEL MEETING - 1/24/, 4-7

L. WATERFRONT CONCEPT PLAN PROJECT UPDATE

OPEN HOUSE - 2/9, 5-8PM, BERTHA LANDES ROOM, CITY HALL

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Retreat Follow Up

The Commission reviewed draft notes of the retreat that were distributed over the holidays. With the incorporation of any additional feedback the draft notes will become final at the end of the month. The Commission also reviewed a revised 2005 work plan that took account of discussions and suggestions made at the retreat and reinforced its desire to stay focused on CIP work while following a number of big transportation projects, as well. Regarding their involvement in the Monorail, they expressed a desire to have the Monorail Review Panel, a subcommittee of the Commission, suspend or reduce their meetings until real project information

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6 Jan 2005 Project: **Alaskan Way Viaduct and Seawall**
Phase: Preferred Alternative Update
Previous Reviews: 17 June 2004 (Joint Discussion); 20 November 2003 (Joint Briefing); 04 September 2003 (Joint Discussion); several previous
Presenters: Tom Madden, WSDOT
Steve Pearce, SDOT
Jake King, SDOT
Attendees: Robert Scully, DPD City Design
Geri Beardsley, City Council Central Staff
Stephanie Pure, Legislative Aide for Seattle City Council
Member Peter Steinbrueck
Time: 2 hours (SDC Ref. # 169 | DC00242)

Summary

The Commission thanks the team for their presentation on the final preferred alternative for the viaduct and would like to make the following comments.

- **applauds the continued positive collaboration between WSDOT and SDOT on this project; the attention to urban design issues is a model for how transportation projects should be handled in urban areas.**
- **encourages proponents to keep looking creatively at corridor surface planning to see how public space and new development in the area could be incorporated in the right of way.**
- **encourages proponents to resolve the surface street location so that it will provide the best urban design options for the waterfront.**
- **encourages the proponents to continue looking at the south end design and to come up with a simpler solution that preserves more of the street grid in the area.**
- **recognizes the complexity of the project and its siting constraints and the desire to minimize the construction impacts, the Commission's sense is that the shorter construction time frame afforded by the closed corridor approach would be the most beneficial for the City.**
- **looks forward to an in depth discussion of surface design issues at a half day workshop with City staff and the Viaduct team that is being planned for later this winter.**

The Commission will have more active involvement in the upcoming year as design review lead for the city and will hold quarterly briefings with the Viaduct Team as a communicative technique. The Commission has been involved with this project for the past three years.

Using a power point presentation, visual simulation and maps of the proposed design, proponents presented the current status of the project. They discussed the need for the viaduct's replacement and offered the following reasons for why the tunnel design is the preferred alternative. It preserves vital transportation and freight capacity, it provides connections to important industrial areas and Seattle neighborhoods, it creates a 2-for-1 solution for replacing the crumbling seawall, it provides a great opportunity to recreate the waterfront as a regional destination, and it reflects three years of planning, engineering and input from more than 4,500 public comments. They stated that if the funding for the tunnel is not available the rebuild alternative is being carried forward as insurance policy to ensure public safety.

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Concept Drawing of the Waterfront with Preferred Alternative

The proponents stated that the project will improve access to south of Downtown by improving freight access over railroad tracks and into the SODO corridor, providing better circulation between SR 99, I-5, and I-90 with new interchanges at Atlantic and Royal Brougham and providing more access to downtown with new ramps at Atlantic, Royal Brougham, and King Street providing access from north and south in and out of downtown.

The proponents reviewed how the project has worked closely with Washington State Ferries about the project's impact on Coleman Dock through participating in the initial planning and environmental process, identifying ways to manage disruption to ferry operations during tunnel construction, and considering a variety of ideas for accommodating vehicle queuing in final design.

The proponents presented the trade-offs between locating the surface road towards the water, in the middle or to the east side of the right of way, stating that placing the road towards the water allows a large area on the back sides of the buildings that must be carefully programmed. Placing the road in the middle of the right of way allows the most room for utilities but could provide awkward open space on either side. The third option to locate the road on the east side of the right of way provides the most efficient parking capacity but could cause access problems to the waterfront.

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The proponents presented how the proposed Steinbrueck Park Lid aims to connect the waterfront to Pike Place Market, reduce the noise to Steinbrueck Park and create a new public space. They also presented the Lowered Aurora Concept which includes three under crossings at Roy St, and 2-Way Mercer St.

The proponents are currently reviewing the different construction approaches. They are investigating cost and schedule implications, the economic impact, environmental effects and completing a traffic analysis. They discussed the trade-offs between the closed vs. the partially open corridor construction strategies stating that the closed corridor could save time and money, congestion will increase under any approach, and that providing reliable transit service will be critical. They stated that public input from residents, businesses, and drivers will be critical in making their decision.

The proponents outlined their next steps which include the continued study of construction approaches, completing environmental work, beginning preliminary engineering and seeking funding from State Legislature and Federal government.

Key Commissioner Comments and Concerns

- Asks what is planned for Royal Brougham Way and I-90 Extension
 - The agencies in charge decided a couple of years ago that they were not going to build the I-90 extension route. The agencies are working together on how to provide better access through the south downtown area.
 - When originally designed, Atlantic was one way and Royal Brougham was one way, right now they will be two way each. There might not be a direct connection on to the freeway on Royal Brougham
- Asks if there will be downtown ramps.
 - No, there will be one ramp at King Street.
- Asks if we need all of the proposed lanes.
 - Based on the port's current activity. It needs review.
- Asks if proposal for the Lowered Aurora Concept is included in the preferred alternative plan.
 - Yes
- Asks if proposal for the Lowered Aurora Concept is included in the preferred alternative budget.
 - No, the proposed budget includes north to Battery tunnel and the widening of Mercer
- Asks if Washington State Ferries will have to present their proposal to the Commission.
 - No, they are not required to come but will be encouraged to do so.
- Asks why the Madison pedestrian crossing to the ferries is an overpass and not at grade.
 - Ferry departure is at the above grade level and will lessen the crowds of people departing the ferries.
- Asks if the depicted pedestrian crosswalks really do occur at each block.
 - Yes at every intersection
- Asks if the trolley will be connected to South Lake Union.
 - Not at this time. They have explored it but a section of the street is a tough 12% grade. There is an interest in placing it on 1st Ave rather than Western Ave.
- Asks if the west wall of the tunnel is the seawall.
 - Yes.
- Asks if the road needs to be directly above the tunnel.
 - It can be anywhere within the right of way.
- Asks who owns the strip of land between the tunnel and the existing viaduct.
 - It is a city right of way.

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- Asks if the strip of land can be developed.
 - It is a good question. The right of way is about 180-200 feet wide in some places, which is more than what is needed for the proposed four lane surface road. Proposals have been made to use it for open space, trolley tracks, other transportation, and development. The community opinion was very strong in favor of open space. Some interest in the urban design community to develop it. There are also utilities in the corridors which conflict with other uses. Even though theoretically there is a thin area that is maybe 35 – 45 feet wide, it could have some development there but it looks like the utilities locations may inhibit that. The utilities have been positioned where we have shown after a series of complicated moves and we really have to minimize the number of moves.
- Clarifies that those shown are the future location of utilities not the current utilities.
- Asks what bases the tunnel width.
 - What is depicted in our images is not correct. It should show three 12' lanes in each direction, 10' shoulders on the outside and 2' shoulders on the inside, and the middle median holds safety equipment, electric and water lines.
- Asks for clarification, if the row is 100' then there should be 70-80' left for open space then is the section shown out of scale.
 - Yes it is slightly out of scale.
- Suggests that at least parking capacity could be replaced in the strip of land. In past depictions it showed about 60-80' available which is at least enough to build something, underground 60' parking bays or at least something on the surface
 - Under ground parking is probably the most expensive way to build parking.
- Asks for clarification on the differences between the closed construction and the partially open construction timelines.
 - Key issue for both Commissions when they reviewed the viaduct DEIS, the construction phasing, the Design Commission issued on the preferred alternative pressed for a very condensed schedule.
 - The partially open situation north bound would be two lanes on the viaduct southbound would be two lanes on the surface streets and covers about 50% of the capacity.
 - Difference is if you want four years of hell with the partially open plan or six or seven years of certain hell.
- Asks who the people are who are using the viaduct.
 - About one half of the people are going downtown and one half are driving through.
 - It is one of the challenges we face, if all of the traffic was going downtown it would be much easier to deal with because that type of a trip is much easier to switch to mass transit. Unfortunately a lot of the trips that are using the viaduct are relatively low density destinations to relatively low density destinations. Most trips are two bus trips. When the monorail is built, it will help with some of these trips. Existing conditions
- Asks if the congestion statistics include the people who would move to mass transit.
 - Estimate assumes that the current use that is currently at 46-47% would increase to 77%. The statistic assumes that the monorail will be in service and light rail to the airport in service.
- Asks when proponents will make a decision on construction phasing.
 - I don't know, at least six months. In either phasing, we will have to encourage a lot of people to use mass transit, we have a whole program called flexible transportation

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- program that is trying to get people to change their travel behavior.
- Asks what the remote ferry access relates to the streetscape.
 - Current holding is under the viaduct. It is not clear right now whether or not they need that space. Ferry doesn't have numbers for how many cars they will need to handle. We have reserved two lanes in the center of the streetscape. There are currently 250 spaces under the viaduct. Our obligation is to replace them elsewhere.
 - The other option is to put it on the WASCA site, Royal Brougham, 1st Ave and Western Way, the problem with that site is that the objective is to build an urban connection with a better use such as mixed use. If the parking does go on the WASCA site we would like to build it into the building.
 - Also looking at a double deck parking area on the dock. The city likes it but it is not an efficient use of space.