



**Seattle  
Design  
Commission**

**APPROVED**

**MINUTES OF THE MEETING**

**17 April 2003**

Gregory J. Nickels,  
*Mayor*

Donald Royse  
*Chair*

Laura Ballock

Ralph Cipriani

Jack Mackie

Cary Moon

Iain M. Robertson

Nic Rossouw

David Spiker

Sharon E. Sutton

Tory Laughlin Taylor

John Rahaim,  
*Executive Director*

Layne Cubell,  
*Commission Coordinator*

Projects Reviewed

City Center Wayfinding Project Phase II  
Interurban Trail  
Magnolia Bridge Replacement Project  
Cascade Park Improvements  
Light Rail Review Panel  
Seattle Monorail Project

Convened: 8:30am

Adjourned: 4:00pm

Commissioners Present

Donald Royse, Chair  
Jack Mackie, Vice Chair  
Laura Ballock  
Ralph Cipriani  
Cary Moon  
Iain M. Robertson  
Nic Rossouw  
David Spiker  
Sharon E. Sutton

Staff Present

John Rahaim  
Layne Cubell  
Brad Gassman  
Anna O'Connell



Department of Design,  
Construction & Land Use

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**17 Apr 2003 Project: City Center Wayfinding Project Phase II**

Phase: Conceptual Design

Previous Reviews: 7 November 2002 (Pre-Design), 16 May 2002 (Pre-Design), 28 January 1999 (Downtown Wayfinding Project Concept Plan), 15 July 1999 (Downtown Wayfinding Project Briefing), 18 March 1999 (Downtown Wayfinding Demonstration Project Briefing), 19 November 1998 (Downtown Wayfinding Project Concept Design)

Presenters: Robert Scully, CityDesign  
Susan Jurasz, Sea Reach LTD  
Peter Reedijk, Sea Reach LTD

Attendee: Barbara Gray, Seattle Dept. of Transportation

Time: 1 hour (SDC Ref. # 169 | DC00005)

**Action:** The Commission thanks the team for returning, commends the thorough analysis and exquisite graphics, and would like to make the following comments and recommendations.

- The Design Commission encourages the team to continue to build allies for the project, both in the City and business community;
- emphasizes that this project does not just involve signage, but also addresses safety, economic development, and sustainability issues;
- encourages the team to look at the larger scale and the need for advance notice to direct people into and out of the city from I-5 and I-90;
- urges the team to look at all the ways that people get lost, especially pedestrians, so that this wayfinding system works for many kinds of users and becomes the tie to all transportation systems;
- encourages proponents to push the iconic and sculptural capabilities of the wayfinding stations' kit of parts;
- urges the team to look carefully at balancing a distinctive system with endless freedom to customize;
- suggests that the team create a system that is explicit in having an attitude that discourages people from driving to and within the city as an environmental sustainability aspect of the design; and
- recommends approval of conceptual design.

For background analysis and to get to know the city, the team walked the city, took photographs, and inventoried existing wayfinding conditions. They looked at how the neighborhoods treat their identities, documented all directional and informational signs, and mapped the entrances into the city. They found that there was little direction for people who do not know the city; for example, there is only one sign for downtown from I-5. For the mapping effort, proponents began at the car level and worked their way down to pedestrian level. The project is gaining interest throughout the city now that they are proceeding into design.

Proponents looked at a number of system options and analyzed how functional they could be:

- Neighborhood and destination
  - this creates the problem of having a totem of signs that would be confusing
- Neighborhoods
  - this kind of system is tricky because it presents the problem of what to do with destinations

- Neighborhood logos
  - with this system, people get too much information, which can be confusing
- Loop road
  - this allows people to get off the interstate anywhere downtown and be put on a loop road so that they would sooner or later be given information about their destination
  - it presents problems with traffic circulation and is cumbersome
- Define broad destinations
  - this system gives people information in categories such as stadiums and museums
- Usage
  - this system is similar to broad destinations and gives people activities such as shopping and sports
- Parking oriented
  - with this system, people are told where to park and are given destination and orientation information there

The idea for the new system is to have central information centers tied to locations where there are already a lot of people and several modes of transportation. There will be about a dozen of these base locations and each will cover about a six block radius. At worst, if someone was lost they would have to walk three blocks to find information on where to go and how to get there. In addition to these central information points, there will be smaller kiosks with information that will tell people how to get to the information centers. The information points will have a logo so people understand where to go. In addition to the two kinds of information centers, there may be small kiosks for places like parking lots that just tell people where they are and what is around them. Proponents suggest that directional signs along I-5 be revised and coordinated with wayfinding elements on Center City rights-of-way to better direct visitors to exits for key destination points. However, the team is holding off on developing wayfinding signs for vehicles to until after a discussion with WSDOT and SDOT about I-5 signage.

The design of the system has to be neutral enough to go in all neighborhoods, but prominent enough to stand on its own. A kit of parts provides a family of resemblance, but allows some freedom to individualize kiosks. An overstated letter *i* will be used as an identifier because it is so recognizable; it will be oriented for pedestrians, but visible to drivers, as well. Signs will be made of a proportional grid and the color scheme will be green to relate to Seattle with secondary colors to supplement the system. Two fonts will be used. *Meta* is modern sans serif and is good for signs because it is readable; *Bembo* is a classic serif font. There will be two maps at each information station. One will be a destination map that lists the major destination points. The other will be a local map with the six block radius and topography that shows people where they are and how to get to other places.

### **Key Commissioner Comments and Concerns**

- Suggests that the team, in designing for I-5 and I-90, provides signs that give people advanced notice for downtown. The corridor through downtown is confusing and it is hard to maneuver to the right lane once you are in downtown. Also feels that there is an opportunity because effective November 2003, the southern downtown entrances and exits will be revised, so they will need to put in new signs to accommodate the change in traffic patterns.
- Commends the team on their work and finds the combination of systematic thinking and graphic quality inspiring. Feels that the city is not ready for this and suggests the team be strategic in how they show this proposal.

- Encourages the team to talk with WSDOT about how to get out of the city because there is very little direction to get to the airport. Appreciates the utilitarian requirements, but suggests the team look at the station structures as more than just billboards. Urges the team to push the sculptural and iconic capabilities of the stations.
  - Proponents stated that they tried to demonstrate the commonality in the stations, but individual ones can be pushed as far as people want.
- Would like to see a philosophical link between the perspective of looking at how cars come into the city and how pedestrians get around. Urges the team to create a system that attempts to minimize car travel to and in the city and encourage people to get out of their cars.
  - Proponents stated that, after looking at all the options, they realize this really about pedestrians, not cars on I-5. They are going to identify large parking areas for destinations so that as soon as people see the initial sign for the destination, they see a sign for parking. The next step is to marry these two perspectives.
- Suggests that they have a strategy for how to minimize car travel. Try to get people where they are going, but also encourage they do so in a certain way. Feels the kit of parts allows too much freedom and suggests the team have a powerful system with the designers having more control.
  - Proponents stated that they are coming up with basic components and people can put them together in different ways. They want a system that allows expansion in the next 20 years, but for the first phase they will provide options.
- Likes the designers' approach and encourages them to try to do whatever they can to tone down commercial signage.
- Urges the team to get a map at larger scale to show how this relates to the bigger picture. Encourages them to think about the existing color scheme for the freeway and feels that they can be bold within that system. Also encourages the team to think about the different ways of being lost—on foot, on a bus, and in a car. The most vulnerable people are those lost on foot or in public transportation, so the system needs to tie into Metro, Sound Transit, and the Monorail. Feels that this is even more important than I-5.
- Believes that the poor signage on I-5 is not just an orientation issues. It is more importantly a safety and economic development issues. Suggests the team garner support on Council and with big business and go to WSDOT to make clear that it is not just an amenity, but a safety issue.

#### **Key Visitor Comments and Concerns**

- A representative from SDOT stated that the new traffic engineer at SDOT feels the signage downtown needs to change.

**17 Apr 2003** Project: **Interurban Trail**  
 Phase: Preliminary Design  
 Previous Review: None  
 Presenter: Stuart Goldsmith, Seattle Dept. of Transportation  
 Attendee: Linda Marleau, Seattle Dept. of Transportation

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

**Action:** The Commission thanks the team for coming and would like to make the following comments:

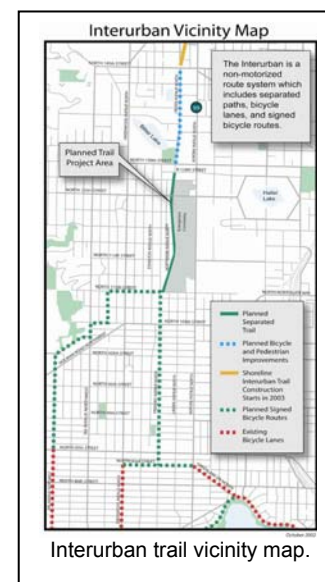
- The Design Commission applauds the team for their work on this project;
- encourages and supports the trail project and appreciates the City’s work to complete a local piece of a regional system;
- urges that this trail be recognized as a regional resource and be designed as such with all efforts given to being a good neighbor;
- appreciates the cooperation of City Light and SDOT and urges that further cooperation be focused on joint use of the trail and moving this project forward to full resolution;
- supports any move toward undergrounding the local feeder distributor line;
- suggests that researching alternate, environmentally sustainable surface materials for the path could provide an intriguing design element;
- suggests that team allow for simplicity of design and exposure of infrastructure while providing for pedestrian needs at the trailheads and entries;
- suggests that proponents take advantage of landscape opportunities, such as using an existing boulder to serve as a natural bench;
- suggests that the team engage the SDOT artist-in-residence at the earliest opportunity;
- supports the restoration of a transit corridor and its reuse as a non-motorized transportation corridor; and
- recommends approval of preliminary design.



Interurban Trail existing conditions.

The Interurban Trail is part of Seattle’s Urban Trail System plan, which is in Seattle’s master plan. This portion of the trail is located west of the Washelli Cemetery in City Light right-of-way. It is part of a regional trail system that runs from Everett to Seattle that will be 18 miles long when it’s complete. Much of it has been built, but there are still some gaps. It is an evolving multiuse trail, much of which follows the old interurban trolley that ran from Bellingham to Ballard.

Construction of the trail has been stalled because SDOT needed an agreement with City Light, which they got in 2001. It is a simple project because there are restrictions to what they can have since it is in City Light right-of-way. The right-of-way has been used informally as a trail for years, so it is a matter of paving the trail with asphalt. The trail will be 12 feet wide and have 2-foot gravel shoulders on either side. The material must be asphalt because City



Interurban trail vicinity map.

Light needs to be able to drive on it occasionally. The trailheads are at 110<sup>th</sup> and 125<sup>th</sup> Sts. and City Light accesses the trail from 117<sup>th</sup> St. There can be no obstructions, so the trail will not have any benches. The alignment is also limited because it must remain a given number of feet from the poles.

There is room for some artistic additions at the trailheads because they are located at street ends. The trailheads have not been designed yet, but they will have gates to block vehicles from entering and display boards that describe pieces of the trail's history such as the Interurban Trolley. Along the trail are residences, so SDOT is offering residents native plant species and fencing to create a landscape buffer. The team is taking the opportunity to green this corridor since they cannot add very much to the trail itself.

### **Key Commissioner Comments and Concerns**

- Would like to know if there is an overall Interurban Trail sign system that this would be a part of?
  - Proponents stated that there used to be an Interurban Trail group and they considered creating a sign system using the old Interurban Rail signs as a template, but the system was never created.
- Would like to know what the overhead wires on the west side of the trail are and feels that it would be beneficial if they could underground the smaller wires.
  - Proponents stated that they are local feeder distributor lines.
- Would like to know how SDOT is being paid for providing an access road.
  - Proponents stated that they are getting use of the corridor for free.
- Suggests that SDOT push the bargain further to provide benches along the trail and is happy to see the two agencies working together.
- Would like to know how much of the overall trail has been built.
  - Proponents stated that more than half has been constructed, about 12 miles. In Shoreline, they are currently constructing the segment between 145<sup>th</sup> and 155<sup>th</sup> Sts., which is also in City Light right-of-way.
- Would like to know if the trail is all asphalt and feels that an alternative material to add some color could change the character of the trail.
- Suggests that the team look into using glassphalt.
  - Proponents stated that citizens also wanted them to look into something more attractive, but asphalt requires essentially no maintenance and can be used year-round.
- Likes the simplicity of the trail and recommends that the team not try and design it as a pastoral landscape. Encourages proponents to look into pervious paving as an alternative. Also urges the team to put in a drinking fountain at one of the trailheads.
- Encourages proponents, in looking to the future with regard to funding and planning in the Aurora corridor, to look at the big picture and at this facility as a transportation route. Would like to see the visibility of this project elevated.
- Likes the idea of using recycled glass in paving and suggests the team use accidental finds as benches.

- Applauds the team for interagency work and would like to know how often City Light trucks need to come in.
  - Proponents stated that they do not know the frequency, but access is important. The team must respect the right-of-way's use for transmission of electricity because the trail is an ancillary use.
- Encourages the team to involve the SDOT artist-in-residence in the project.
  - Proponents stated that he has been briefed and will work on the trailheads.
- Encourages proponents to also look at the project as restoration of an historic form of movement and get funding with that in mind.
  - Proponents stated that they agree that the history element of the site should be conveyed.
- Believes that this is a city-wide facility and neighbors should not have any less or any more input than others.

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**17 Apr 2003 Project: Magnolia Bridge Replacement Project**

Phase: Concept Design

Previous Reviews: 16 October 2002 (Pre-Design)

Presenters: Lee Holloway, HNTB

Lesley Bain, Weinstein AU

Attendees: John Shaw, Dept. of Design, Construction, and Land Use

Glenda Warmoth, Dept. of Design, Construction, and Land Use

Teresa Platt, Seattle Dept. of Transportation

Hadley Greene, EnviroIssues

Sarah Brandt, EnviroIssues

Peter Smith, HNTB

Steve Johnson, Johnson Architecture and Planning

Lamar Scott, KPFF Engineers

Time: 1 hour (SDC Ref. # 169 | DC00290)

**Action: The Commission thanks the team for its continuing briefing on this critical project and would like to make the following comments and recommendations.**

- **The Design Commission supports the broad and comprehensive approach to city-wide issues including environmental conditions, urban design criteria, and the needs and desires of all the various communities involved;**
- **encourages the team to create and maintain a coherent and focused overall vision for the project, recognizing that much development will occur in the future and that this initiative and project will greatly influence that development;**
- **is concerned about the potential width of the future structure and its visual and physical impact or intrusion into the waterfront area;**
- **recommends using the topography to positive advantage, for example the use of Thorndyke Ave. as an existing diagonal route to the top of Magnolia;**
- **compliments the team's analysis of the principles of the historic Olmsted greenspace system and supports their sensitivity to the Olmsted legacy;**
- **suggests investigating a way to connect the new W. Galer St. flyover to Thorndyke Ave. in order to connect with the condition of vehicular use that currently exists;**
- **recommends the project include enhancement of the pedestrian and bicycle paths and routes in the area;**
- **supports all efforts to connect to other modes of public transportation; and**
- **would like more information from the Port as plans for their property nearby develop.**

For this project, the team started with 25 general ideas of how to replace the Magnolia Bridge and narrowed it down to nine options using the fatal flaw system. With input from the design team and public, the nine alternatives were screened to four in January. These four options were to be looked at in the Environmental Impact Statement (EIS). However, the option of having a bridge over the railroad tracks at the west end and a surface road around the bluff, through a residential area, and up 32<sup>nd</sup> caused problems that were considered fatal flaws, so it has been taken off the table. The remaining three alternatives are currently being examined in the early stages of the EIS and the scoping hearing will occur May 22.

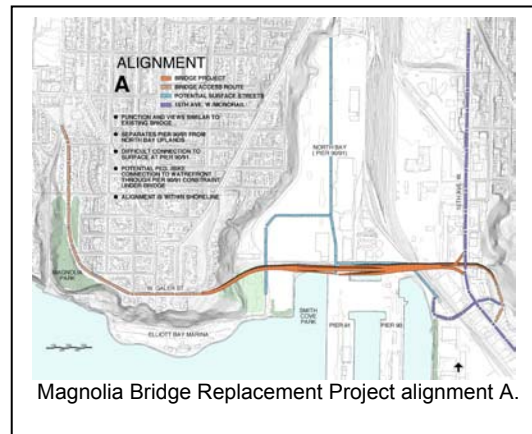


For urban design, the team started by exploring the projects goals and opportunities, locally and regionally. Elements such as the Olmsted legacy and the unwritten future of the area came into play and they looked at different ways to connect the 15<sup>th</sup> Ave. corridor and Interbay. There are opportunities for connections both at grade and intermediately. A number of issues must be considered such as the elevation is 148 feet at the top of the bluff and 18 feet at the flatlands, so it would require 0.5 miles of ramp to navigate the elevation change. In addition, there are views that a ramp would obscure and other topography to consider, an existing network that reflects the communities are there, and strong resistance from the community to changing connection points into the neighborhood. 15<sup>th</sup> Ave. is becoming an overloaded corridor, so there is incentive to make intermodal connections work. The physical connection to the flatlands is blocked off because neighbors did not want trucks driving through, but the Port would like to open it up. The greenway along the shore is being improved and Parks and Recreation is talking with the Navy about getting a couple more acres for Smith Cove Park. In terms of land use, commercial tends to be on the flatlands and residential on the hills and Interbay has significant amounts of underused land. Elliot Bay shoreline is a limited and precious commodity, so whatever goes there will in turn be a precious commodity. There are many unknowns in Magnolia, so whatever happens must serve what is there now as well as allow for future use. The Monorail station will be located on Howe St. is meant to serve Amgen, people on the shoreline, and the development to the north. For a transit system to work, there must be a pedestrian environment so they are looking at hooking into the shoreline.

In preparing the alternatives, several physical constraints were considered: dealing with the large grade change along the bluff, tying into the established street network, working around the rail yard and rail lines, and working with the 15<sup>th</sup> and Elliot corridor. The team looked at three primary connections: from Magnolia to the 15<sup>th</sup> Ave. and Elliot Ave. corridor; from Magnolia to the lowlands, marina, and park; and from the lowlands across the tracks and back down to 15<sup>th</sup> Ave.

*Alternative A*

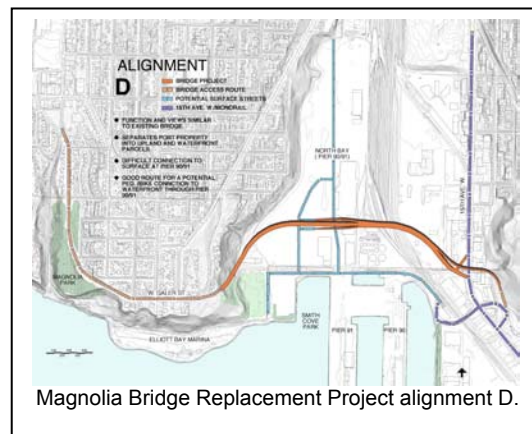
This option is nearly a replacement of the existing bridge in place, but is located slightly south. It allows them to keep pieces of the bridge in place. There are a number of ways to connect with the lowland including a ramp or an elevated intersection.



Magnolia Bridge Replacement Project alignment A.

*Alternative D*

This alternative operates similarly to alternative A, but the bridge is pushed slightly north to the Port. It allows more flexibility in ramping to the lowlands because of the longer run. From the driver's point of view it would be the same travel time from Magnolia to 15<sup>th</sup> Ave. It also has the same connection point at Magnolia and a close connection point at Galer St. and 15<sup>th</sup> Ave.



Magnolia Bridge Replacement Project alignment D.

*Alternative H-1*

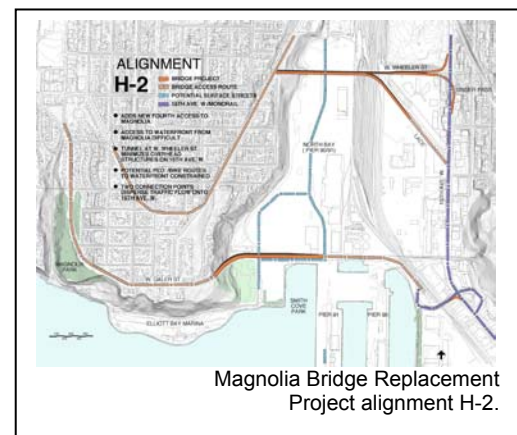
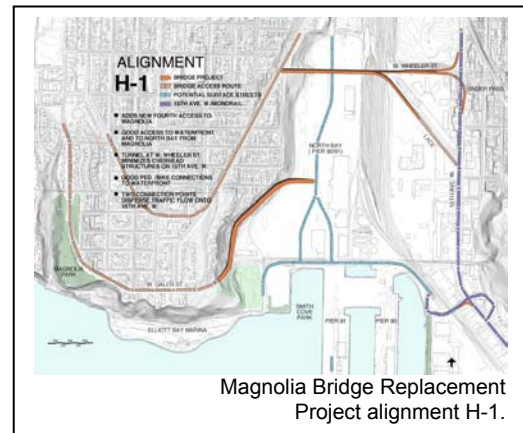
This option is an effort to use the Galer flyover rather than rebuild the bridge over the tracks. The new surface road would follow the alignment of the current bridge and, to reach traffic capacity, the Galer flyover would undergo some construction. One constraint in this option is that it has limited traffic capacity, so to make up for that a connection would be made further to the north for free-flow connection from Magnolia to 15<sup>th</sup> Ave. An underpass is being proposed for under 15<sup>th</sup> Ave. This option gives the Monorail more flexibility and allows a free left turn to Magnolia. Traffic on Wheeler St. would become one-way heading east. It meets the goal of having traffic move quickly and provides the advantage of easily staging traffic while constructing the new road. However, the south-going route is circuitous and has a number of signals and intersections.

#### *Alternative H-2*

This alternative uses the alignment of the existing bridge and traffic would go over the Galer flyover, run along a surface road, and then on a new surface road to the new bridge. The issue with this solution is that there would be an intermingling of industrial, waterfront, and Magnolia traffic and would therefore involve a complicated road network.

#### **Key Commissioner Comments and Concerns**

- Would like to know what the Port is thinking about doing with their property.
  - Proponents stated that they are currently doing a master plan for it and are, at a minimum, looking to developing an Amgen-like development, which fits the current zoning. They are also considering getting the zoning changed. Either way, there will be significant traffic to and from the site and whatever kind of development it becomes, it will require a surface road to access it.
- Would like to know what part of the Port property will be developed and what portion will remain as it is.
  - Proponents stated that the existing buildings will stay and much of the rest will be developed.
- Would like to know how wide these roads will have to be.
  - Proponents stated that the surface road would be two lanes. The structure from the interchange will be four lanes to the east and three lanes to the west. They do not know how wide it is yet because it will also accommodate bikes and pedestrians, but at this point they are planning for 14- and 11-foot lanes plus bike and pedestrian lanes.
- Feels that the shoreline is precious and when people look at transportation, there is a tendency to look at infrastructure and examination of land use fades, which is the opposite of what should happen. In looking at the long-term development potential at Pier 90 and 91, alternative A is creating a mini



Alaskan Way Viaduct compared with alternative D. Believes that D offers more from a land-use perspective, while A creates another piece of infrastructure that is in the way.

- Would like to know if there is a way to break out service in a combination of Wheeler, Armory, and alternative D. Feels that with the Port changing there will eventually be more development than industrial.
  - Proponents stated that there are opportunities to mix and match the alternatives.
- Does not want to see a four-lane road being too wide and feels that the attraction of the H alignment is that you get the large structure away from the water and it is a lower structure, which makes for reduced the visual impact.
- Believes that responding to topography is key. Encourages the idea of using the existing infrastructure; if Thorndyke were not there, they would have to invent it. It has a different character than the rest of the neighborhood because it is a diagonal street. Urges proponents to focus on getting the majority of people where they want to go and the rest of the people will have to figure out how. Feels that, with regard to alternative H, the north alignment is efficient, but the south alignment is battling against topography and other elements.
- With the H alignment, cannot envision why people would use the bridge and feels that they will use Armory and Wheeler. In light of this, does not see why you would have it because it would be a visual and physical intrusion. Is more inclined to support alternative H-1 than H-2.
- Would like to know what the best possible solution to give bikers and pedestrians access to the shoreline.
  - Proponents stated that there is not an obvious solution
- In outlining the Olmsted Park system, you can see many infrastructure investments where there was a problem satisfying both neighborhood and city-wide issues. In terms of access to the water, encourages the team to balance the need for waterfront access for Magnolia with the need for city-wide access.
  - Proponents stated that they have a charge from City Council on that matter. In addition, there is a charge to change the current system wherein Magnolia residents have to go over the bridge and back to get to the marina.
- Believes that there is access from Galer to the waterfront and suggests that if Thorndyke is now a major street, waterfront access could be added to it.
- Would like to know if there is an existing road along the base to Smith Cove Park.
  - Proponents stated that there is not, it is just a bike and pedestrian path.
- Suggests the team look at making a connection from Thorndyke at 21<sup>st</sup> and at the surface.
- Realizes that there will be resistance with changes in patterns of use and would like to know if there is a possibility of connecting the existing Galer end to Thorndyke.
- Believes that the separate issues of public life and transportation are being explored with the Viaduct and suggests this model could work for the Magnolia Bridge replacement because it is hard to understand the different alternatives for those who do not live there.
- Feels it would be helpful to see the current pedestrian connections over the alignments. Suggests that

the accessibility issue for Magnolia to the water might be addressed with a conceptual extension of the park to create pedestrian access.

**17 April 2003 Commission Business**

- |                         |    |   |
|-------------------------|----|---|
| <b>ACTION ITEMS</b>     | A. | <u>TIMESHEETS</u>   |
|                         | B. | <u>MINUTES FROM 3 APRIL 2003</u> —APPROVED  |
| <b>DISCUSSION ITEMS</b> | C. | <u>PROJECT UPDATES</u> —CUBELL AND GASSMAN  |
|                         | D. | <u>OUTSIDE COMMITMENTS</u>  |
| <b>ANNOUNCEMENTS</b>    | E. | <u>DC/PC MONORAIL BUS TOUR</u> —APRIL 18, 1–4PM, MUNI BLDG.                                 |
|                         | F. | <u>AIA SEATTLE TOUR AND PANEL ON CIVIC BUILDINGS-</u><br>APRIL 18, 4–7PM                    |
|                         | G. | <u>OLMSTED CONFERENCE</u> —MAY 1–4  |
|                         | H. | <u>DC COMMUNICATIONS MEETING</u> —MAY 13, 6PM, FUNCTIONAL<br>FUEL                           |
|                         | I. | <u>DESIGN REVIEW/DESIGN COMMISSION TOUR</u> —MAY 29, 4–<br>7PM                              |
|                         | J. | <u>MAYOR’S RECEPTION FOR BOARDS AND</u><br><u>COMMISSIONS</u> —JUNE 9, 5–7PM, BENAROYA HALL |

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**17 Apr 2003** Project: **Cascade Park Improvements**  
Phase: Concept Design  
Previous Reviews: None  
Presenters: Andy Sheffer, Seattle Parks and Recreation  
Tom Berger, Berger Partnership  
Attendees: Elizabeta Stacishin, Berger Partnership  
Hamilton Hazelhurst, Vulcan, Inc.  
Phil Fujii, Vulcan, Inc.  
Denny Onslow, Harbor Properties  
Peter Dobrovolny, City Light

Time: 1 hour (SDC Ref. # 169 | DC00300)

**Action:** The Commission thanks the proponent for bringing this project before them and would like to make the following comments and recommendations.

- The Commission compliments Parks and Recreation, the Cascade neighborhood, and the developers on working together for mutual benefit and encourages this kind of cooperation throughout the city on other projects;
- compliments Parks and Recreation on their coordination with other neighborhood efforts, such as tying into OACA's small neighborhood monuments project, and urges the team to involve an artist in the project;
- supports the main design move of opening the park to create important links beyond park boundaries and recognizes that this occurs at a cost, but believes the benefits will spill out beyond the park;
- compliments the reuse of materials onsite and the method of using ecology to enhance rather than compete with design,
- compliments proponents on their integration of the physical elements, but encourages them to fine tune some of this integration, for example by making sure that blind people's safety is not compromised by the lack of curbs;
- urges the team to look at how the vegetation addresses the surrounding community and how plaza spaces might play into the design;
- appreciates the idea of working with the existing physical and social fabric of the park;
- encourages the team to look at the plaza area and to see if it is the right size and determine whether it appropriately addresses the surrounding areas;
- compliments the Cascade neighborhood where many of the ideas for fusing design and ecology began in the city, feels it is fitting to see natural systems like the stormwater revealed in this park along with examining the potential to carry runoff to Lake Union, and encourages people to think about this approach elsewhere;
- compliments the Cascade neighborhood for their resilience, spirit, and willingness to make the most of opportunities;
- supports decreasing parking onsite at the People's Center; and

- **recommends approval of concept design.**

Cascade Park is located between I-5 and Terry Ave. in South Lake Union. The team is working closely with the Cascade neighborhood on the project. In March, there was an Advisory Board meeting finalizing the elements included in the park improvements—new play equipment, conversion of wading pool to tot lot, circulation enhancement, addition of a plaza, and installation of irrigation. Development neighbors including Vulcan, Pemco, and Harbor Properties offered to add amenities other amenities. The Berger Partnership was brought on board and created three concepts. They refined the concept that the community liked and there will be a public meeting in May to make sure the current plan is in keeping with what the community wants. The most recent plan only adds to what was already planned, including addition of an ecological component. Construction of the project has been delayed to summer 2004, which is advantageous because it coincides with renovation of the People’s Center.

Once the community chose the preferred scheme, which was a WPA theme, cost estimates were done to show that it is realistic. In the scheme, the design team looked at how to open up the park because accessibility from Minor Ave. and Harrison St. is cut off by the concrete walls at the northwest that reach up to 12 feet. The mass of the walls will be reduced; the wall on the north will be removed and portions of the west wall will be taken out. Remaining walls will go from 3 feet and will diminish as you proceed uphill with openings along the way for people to access the park. This allows the park to move out and influence beyond its boundaries. The surrounding streets will not just be for cars, but will be designed as extensions of the park with curb bulbs and parking along the street. Pontius St. and Minor Ave. will be curbsless, as will the west half of Thomas St.

There is potential to harvest water off the People’s Center and introduce it into a watercourse created for the park. One of the bridges from the original WPA scheme will be retained. During the redesign, the design team looked at the neighborhood plan, the Park’s master plan, and the Cascade Neighborhood Sustainability Guidelines. The soil cut will not leave the neighborhood and the massive amount of concrete removed will be recycled and used for the wall returns. There is also a pilot program in which ground concrete is used as a path and it is working well, so this may also be an option for reuse.

The lighting fixtures will be residential in character and new paving, bollards, and plantings will definite the streets. Currently, Thomas St. and Harrison St. are designated green streets, but here they will have larger sidewalks and plantings. The design team is unsure of the paving materials at this point, but it may be cast-in-place concrete or pavers. There are opportunities for the paving to provide texture and color.



### **Key Commissioner Comments and Concerns**

- Feels this is a beautiful example of Parks and Recreation and a community being open to new ideas and appreciates that kind of flexibility.
- Would like to know if the overall design guidance for these two green streets is like Vine St.
  - Proponents stated that they have not gotten to that level of detail on Thomas and Harrison Sts. yet.

- Feels that the direction of making the space more open is good. Before the next presentation would like to make sure that the team checks with the Office of Arts and Cultural Affairs and review the designated small monuments to make sure they are being accommodated. Also suggests that the artist's task not be defined nor a direction prescribed. Urges the team to have an artist come in and engage with the project.
- Would like to know how proponents will deal with the ADA aspects of curbside street.
  - Proponents stated that they are going to use a new tile along the edge of the sidewalk that is colored and has a raised portion. They are also looking into using bollards in some places.
- Believes that to the south the paving is being woven into park and in other places it is not in the park at all. Encourages the design team to weave more of the pattern into the park.
- Would like to know if there is a way to make it clear to users that materials are being reused.
  - Proponents stated that they do have an opportunity for interpretation. The changes to the People's Center are to make it into an ecological center and it is incumbent on the designer to make what people see in the center visible in the park.
- Would like to know if the soils onsite are suitable for infiltration.
  - Proponents stated that they are going to try and treat much of the water through overland flow. They are now testing the soil, but are looking more to aerate and treat the water than infiltrate.
- Compliments Parks and Recreation and the community for their integration of ecology and design and feels this is also a great opportunity express urban habitat.
  - Proponents stated that they have talked about this site as being like an orchard with edible things and feel that there are opportunities to explore this further.
- Would like to know the nature of the vegetation in the northwest corner. Would like to know if it is visually permeable.
  - Proponents stated that they are proposing that the majority of the vegetation be native. They know that there are security issues for the park and it must have visual penetration from the street and have lights. A lot of the vegetation that used to be here is gone, such as ash and cedar, and there is an opportunity to create a mix of what used to be there to vegetate the slope.
- Would like to know how the building functions and plaza of the People's Center will relate to the park.
  - Proponents stated that Jones and Jones is working on the concept design of the Center. A community member has been assigned to bring the two design teams together so they are coordinated and work together, but the Center is still at a very schematic stage.
- Would like proponents to describe the landscape on the opposite sides of all of the streets.
  - Proponents stated that at the south it is like an orchard to respond to the pea patch and other garden elements. To the east there is more standard use of tree planting because there will be parking. On the north edge of Thomas and Harrison Sts., there are opportunities for wider sidewalks. The overall intention is to influence the streets through the park's redesign.



- Endorses movement away from SDOT standards.
- Encourages the team to develop design principles and would like to know how the park will work socially.
  - Proponents stated that there is an underlying social aspect of the park that works and they are not going to tear the fabric of the park too much. An arc carries people from one side to the other and this circulation will remain. They are increasing penetrability by diminishing walls. The trail will be a place for kids and small cul-de-sacs along it are places for picnic tables. Along the stream is a place for both kids and their parents. The team is retaining the basketball hoop that is well used. The walls and steps will serve as seating for parents as they watch their kids. In addition, the WPA-era benches are being kept. The plaza is the heart and will happen concurrently with the rehabilitation of the People's Center and also overlooks the pea patch.
- Would like to know what is between the People's Center and the park.
  - Proponents stated that it is currently just asphalt and serves essentially as "rodeo parking." The team is asking for relief on parking requirements given that the building will be an ecology center, but the area will still provide ADA parking. Now the asphalt drive goes all the way around the Center and the team is hoping to change that.
- Supports the removal of the parking in this area by the Center.
- Would like to know what the development community's issue was with the original design.
  - Proponents stated that they felt the park should reach out to the community and be accessible to their users. In the original redesign, there was talk of removing the walls, but with the funding they had to work with the existing walls, so the development community helped the park meet some common goals.
- Urges the team saw cut rather than break the walls because it would be significantly better aesthetically.

### **Key Visitor Comments and Concerns**

- The owner of the property to the west would like to give people the priority rather than cars and parking will be located under the building.

**17 Apr 2003 Project: Light Rail Review Panel**

Phase: Update

Previous Reviews: 19 December 2002 (Briefing); 3 May 2001 (Update); 3 August 2000 (Schematics); 20 July 2000 (Schematics)

Presenters: Cheryl Sizov, CityDesign  
Lisa Rutzick, CityDesign  
Kathy Dockins, CityDesign

Attendee: John Taylor, City Council

Time: 0.75 hours (SDC Ref. # 220 | DC00014)

**Summary: The Commission appreciates the briefing on Light Rail Review Panel work and would like to make the following comments and recommendations.**

- **The Commission appreciates the update on the changes in funding and city support as the design of the South Link winds down and planning for the North Link gears up;**
- **notes that, as the North Link planning continues, the Planning Commission can have a clearer role upfront, which is crucial in the make up of the review panel;**
- **suggests that the LRRP provide quarterly updates in addition to the distribution of minutes to all Design Commissioners; and**
- **thanks Cheryl for her hard and good work and wishes Lisa well as she takes on this new role.**

Sound Transit originally funded one full-time Light Rail Review Panel (LRRP) coordinator and some additional hours for support staff and other assistance at CityDesign. For the last year, staffing has not exceeded half-time for the coordinator because of the level of completion of design work and slowdown on LRRP activity. The City and Sound Transit have been able to simply extend the 4<sup>th</sup> Supplement through June of 2003 (this is the funding agreement/MOA between the two agencies for the project) since most of the departments have not expended all their 2002 funds for the project. The team is currently working on a 5<sup>th</sup> Supplement for the remainder of 2003 and possibly into 2004. At this time, it appears the LRRP allocation will be for a 0.5 FTE total; this would be renegotiated once more is known about the extent of North Link work to be done in 2003/4.

Lisa Rutzick, land use planner, has been hired to replace Cheryl Sizov as LRRP Coordinator. She will assume these duties in addition to continuing her role as land use planner, ultimately equally 1 FTE. She has experience working with both design review boards and permitting, so this knowledge will be helpful as the project gets closer to construction.

A survey about LRRP work was distributed to 42 key constituents during February 2003; 15 surveys were returned and responses tallied and shared with LRRP members at the March 12<sup>th</sup> retreat. The responses to the surveys will be analyzed further. Overall, people feel that LRRP is going well, but a number of suggestions were made both by survey respondents and by LRRP members for improving the process. These suggestions were mostly in the areas of communication with Mayor and Council and other decision makers, meeting procedures, and general outreach. To address this, staff is considering providing a briefing memo after the meetings and getting the minutes out more quickly. The original mandate, scope, and process of LRRP review was deemed “in good health” and still relevant for North Link.

Later this year, LRRP staff will be contacting each of the three participating Commissions to verify

existing or recruit new LRRP members. Several existing LRRP members have indicated that this time—at the completion of the first segment of Link light rail but before North Link review gets fully underway—is a good time for them to step down and allow others to participate on behalf of their respective Commissions.

At its last meeting, the LRRP completed design development (90%) review for the McClellan station, recommending approval of the design as presented. The LRRP complimented Sound Transit for working to treat this station as a “building” and for integrating Cheasty Blvd. nicely into the design. The designers were encouraged to bring additional movable seating into the design as development occurs in and around the station. The station will not be reviewed again by LRRP unless there are substantial design changes proposed prior to or during construction. The last remaining review is 90% design completion for Beacon Hill, currently scheduled for June 17<sup>th</sup>.

North Link review has been rescheduled a couple of times, from initially thinking we would begin review of the Draft SEIS in January 2003, then moved out to April, and now tentatively scheduled for August or September 2003. Reportedly these delays are a result of more analysis being added to the SEIS at the request of the Sound Transit Board. Following the SEIS review, the LRRP will likely be involved in limited review of preliminary engineering work in fall 2003 through spring 2004. Pending funding for North Link, LRRP station design review would likely occur in 2004–5.

#### **Key Commissioner Comments and Concerns**

- Suggests that it would be valuable for the Commission to note projects that are taking place in light rail areas to make sure the larger urban design and public realm is addressed.

#### **Key Visitor Comments and Concerns**

- Understands that the Commission would like more frequent updates and would like to know how often. Realizes that this year will be unusual because there is only one more station meeting and the EIS, but when North Link takes off there will be more reviews.
  - The Commission stated that they would like quarterly updates unless something flares up that requires another update.

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**17 Apr 2003** Project: **Seattle Monorail Project**

Phase: Staff Briefing

Attendees: Lesley Bain, Weinstein AU

John Taylor, City Council,

Kristian Kofoed, Dept. of Design, Construction, and Land Use

Time: 1 hour (SDC Ref. # 219 | DC00231)

**Action:** The Design Commission's representation on the Monorail Review Panel will be as follows: Five members of the panel will be from the Design Commission, three of these will be standing members of the Design Commission and two can continue after their terms expire. It was recommended that the panel's chair always be a Design Commissioner. The action was approved with a vote of eight and one abstention.

**Summary:** The Design Commission discussed the composition of the Monorail Review Panel, which will be made up of five Design Commissioners, and likely two Planning Commissioners, two Arts Commissioners, and three Design Review Board members. They also discussed the possibility of inviting specialists to certain meetings as they are needed. The Commission spoke about the first meeting of the panel, tentatively set for mid-May. This initial meeting will likely also serve as an introduction to Monorail staff and be held in the Seattle Monorail Project's (SMP) offices. The Commission then discussed what the appropriate formality of this initial meeting might be and how to best begin and maintain the new Panel's communication with the SMP.

**Key Commissioner Comments and Concerns**

- Feels that, if former commissioners remain on the Monorail Review Panel, there will be a disconnection with the Design Commission as a whole and that it takes away from future commissioners' opportunities to participate.
- Believes that there could be a compromise of having three out of five be current commissioners and feels that there is something to be said for bringing in fresh perspectives.
- Feels that, with the LRRP, there has not been a strong enough connection to the Design Commission.
- Believes that the amount of work will be enormous and with all five still being on the Design Commission as well, it would prevent them from being able to do other work.
- Suggests that the panel chair be a Design Commissioner.
- Suggests that, at certain times, they might want to bring someone with specific expertise on board for a short period of time.
- Would like to know if there is going to be any relationship with the AIA board.
- Believes that AIA board members can come to the meetings, but there is no relationship in an official capacity.

- Would like to have a graphic schedule of decisions from SMP.