



Seattle Design Commission

MEETING OF THE MINUTES

April 19, 2007

Greg Nickels
Mayor

Karen Kiest
Chair

Tasha Atchison

Pam Beyette

Evan Bourquard

Brendan Connolly

John Hoffman

Mary Johnston

Dennis Ryan

Darrell Vange

Guillermo Romano
Executive Director

Layne Cubell
Senior Staff

Projects Reviewed

Alaskan Way Viaduct/Seawall
Major Project Update
East Marginal Way Grade Separation
Commission Business
Fire Station 31 Upgrade—Northgate
Fire Station 28—Rainier
Civic Square

Convened: 9:30am
Adjourned: 5:00pm

Commissioners Present

Karen Kiest, Chair
Tasha Atchison
Pam Beyette
Evan Bourquard
Brendan Connolly
John Hoffman
Dennis Ryan
Mary Johnston
Darrell Vange

Staff Present

Guillermo Romano
Layne Cubell
Tom Iurino
Kadie Bell



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19 Apr. 2007 Project: Alaskan Way Viaduct/Seawall
Phase: Briefing/Update
Previous Briefing: Nov. 2006, June 2006, Feb 2006, Sept. 2005, etc.
Presenters: Bob Powers, Seattle Department of Transportation
Attendees: Norm Schwab, Council Central Staff
Miles Mayhew, Department of Planning and Development
Robert Scully, Department of Planning and Development

Time: 0.5 hours

(SDC Ref. #121/RS0615)

Summary

The Design Commission would like to thank SDOT for the clear and candid update on the Viaduct project. We would like to offer the following comments and unanimously support moving forward.

- **The Commission appreciates the classification and clear hierarchy of the 6 project elements with funding as they were presented.**
- **We agree that number five, the south segment from Holgate to King Street, is an exciting element and very important to ensuring better entrance to and egress from the City of Seattle.**
- **We have questions about the schedule and the accuracy of the start date for some elements.**
- **We would like to encourage all parties to acknowledge mobility and differentiate between 3 modes of transport: vehicle trips, person trips, and freight movement.**
- **We suggest a map designation to indicate where number six, Initial Transit Enhancements and Other Improvements, will occur and to acknowledge the Bike Master Plan and keep that in the conversation about this element.**
- **We encourage you to seek agreement from all parties early on to validate, update and reach agreement on traffic numbers so that is clear up front.**

Proponent's Presentation

Six Projects: estimated to be \$915 Million, expected finish dates listed

1. Viaduct Safety Repair Project between Columbia and Yesler, 2008
Stabilize viaduct footing at column 93 & 94. Increase frequency of viaduct inspections. Consider further load restrictions.
2. Electrical Line Relocation Project, 2009
Relocate two transmission lines and five feeder lines from viaduct to Western and First Avenue.
3. Battery Street Tunnel Fire and Life Safety Upgrade Project, 2010
Add lighting, fire suppression, emergency egress, and ventilation systems. Build detour routes and temporary connections.
4. Earthquake Upgrade Project from Lenora to Battery Street Tunnel, 2010
Earthquake strengthening in area of competent spoil from Lenora to Battery Street Tunnel.
5. Viaduct Removal from Holgate to King Street Project, 2012
Build new SR 99 from Holgate to Royal Brougham. Includes Atlantic and Royal Brougham grade separation, detour routes, and temporary connections.

6. Initial Transit Enhancements and other Improvements, as needed
 Improve arterials, bus lanes, signals, trip information, TDM programs, and transit to help manage traffic during early work construction.



Commissioner Questions and Comments

- Will the viaduct close during numbers three and four?
 - Yes, that is correct. We are lumping projects together in order to close it for one period of time instead of multiple. There will be detours set and alternatives being explored.
- On number two, could you pull this out and separate it? Who is the lead?
 - WSDOT is the lead on this project even though there are some utilities. Currently a MOU is being drafted to decipher who will hold what responsibilities.
- It seems that number five is a significant amount of money and not well defined. Providing a better south end access is important.
- There is a distinction between vehicle trips, person trips and freight. We need to always pay attention to all three. WSDOT is not focused on person trips—they are fixated on freight and vehicles.
 - I agree; this is their focus. However, this is not SDOT's and we will be exploring and differentiating these.
- The DC looks not only at what it looks like, but how it works.
- The DC is charged with all CIP projects, is there any highlights you would like to point out regarding other projects in the DC's pipeline.
 - You should ask about the schedule and ensure they are coordinating their effort with the City and Spokane Street and the viaduct project team.
- Is it only three and four that require viaduct closure?
 - No, number five requires closure inevitably although it will be split.
- Number five sounds exciting, but the schedule seems optimistic.
 - The construction start date listed is not set in stone. The duration is fairly valid however.
- Adopt and embrace improvement from the Bicycle Master Plan.
- There is no authorship on this document—why?
 - It was not intentional, just an attempt to remain neutral.
- What is your membership right now?
 - It is the core people and hopefully staff up.

19 Apr. 2007 Project: Other Major Project Updates
Phase: Staff Briefing

Time: 0.5 hours

(SDC Ref. #121/RS0606)

State Route 520 (Bridge)

We are looking to get the WSDOT team to do a presentation for the Commission once they have sorted out current issues and next steps. The Commission has previously supported a 4-lane hybrid alternative that includes 4 general-use lanes with dedicated transit and/or reversible lanes. Council action on their preferred alternative legislation was postponed to next week.

King Street

Commission staff met with SDOT and PSPB staff yesterday to understand the context, environment, scope and design coordination needs of King Street Station once the City owns the property which is still in negotiation. In the third quarter, there is a possibility for the Design Commission to conduct a workshop with City staff focused on design issues related to King Street Station. A project briefing is in the works for early summer.

19 Apr. 2007 Project: East Marginal Way Grade Separation
Phase: Design Development
Previous Briefing: June 2006
Presenters: Ron Scharf, Seattle Department of Transportation
Gary Wallinder, Port of Seattle
Bob Fernandes, Berger/ABAM
Eric Schmidt, Cascade Design Collaborative
Attendees: Shane Dewald, SDOT
Margret Harrison, CPC

Time: 1.0 hours

(SDC Ref. #121/RS0606)

Action

The Commission would like to thank the design team for their presentation and the clear and detailed graphic materials provided on the project. The Design Commission unanimously approves the 60% design and provides the following recommendations and comments:

- We recommend that you consider carefully the intended and actual behavior of bike riders through this area and ensure that the traffic revisions will be well signed, logical and safe for the bike riders. In setting the design priorities, we suggest that the bike riders be considered a more important client than the pedestrians.
- To the extent that the landscape of streets or transit nodes will lie near but outside of your project boundaries, please try to incorporate them in your planning and design work for better connectivity.
- Believe that the character of East Marginal Way will change as a result of this project and should be addressed by SDOT in the future.
- We recommend more big trees and tree species with more biomass and a stronger visual impact.
- We recommend that the design elements of the on ramps and vertical support structures do not introduce a new vocabulary of features, but blend in with the existing elevated structure vocabulary.
- Non-motorized transit, landscape and the wayfinding elements of the design are, from our perspective, the most significant design elements of the project.
- Recognize the importance of pedestrian and vehicular directional signage elements in this rather confusing system.
- We appreciate that this project's construction impacts will be independent of the other major SDOT south end projects scheduled to be underway soon.
- Appreciate that your team is coordinating with the Viaduct team, which is important for the City, while recognizing that your project is advance in terms of schedule.
- The Commission appreciates the team's response to previous comments and finds no need for the project to return to the Commission again.

Proponent's Presentation

Project Background

This is one of 19 projects to facilitate freight mobility. This is the third in a series of three of grade separations. This project represents a collaboration between SDOT and the Port of Seattle.

We are trying to get traffic to and from E. Marginal Way to either Spokane Street or the Port. This also includes a water retention facility and sidewalks on the grade separation as well as underneath. The grade separation will be 20' above grade.

Progress to Date

Status of recommendations from June 2006 Commission meeting

- Explore ways to simplify roadway design
- Look at non-motorized transit, landscape lighting and wayfinding
- Celebrate local landmarks - The old mossy ecology blocks from the sawdust supply company could be incorporated into the new project to preserve the history. In order to alter the neighborhood and remove the overabundance of concrete, some elements were chosen to not be used. Plants will also be used to in order to complement the old mossy blocks.

Details of Landscape Design

Safe pedestrian access is a primary goal along with clear wayfinding and lighting. There is a small kayak launch park that the City (SDOT) owns and will potentially be redeveloped in the future. Under the structure there will be large, round cobble rocks instead of plants—this will discourage campers, etc. Wayfinding continues under the structure and safety fences will span the tracks.



The plant palette is low-maintenance and drought tolerant, but would be interesting and attract birds and butterflies. The plaza is a gathering spot. The extension of cherry trees from Alaskan Way into this area would also be a nice complement. There are also banding along the pedestrian route that would be two kinds of plant bands that are active in spring or fall. Berry trees also provide wildlife habitat. The south side has three green screens.

Public Comments

- The principle bike route is along the north side of Spokane Street. However, there will be bike access on the grade separation.
- At completion this project will be passed over to SDOT.
- SDOT has encouraged maximizing the tree canopy and keeping it low-maintenance.
- How are businesses adjacent to the structure accessed when the train is passing?
 - While complicated, it is possible.

Commissioner Questions and Comments

- Are the road lines equally used?
 - No, the east west is used much less. There are 6 stack trains a week that use these tracks. These are 9,000 foot trains which creates a 15 minute delay.
- Will people who are driving on East Marginal way pass through when there are no trains or will they have to go over the tracks all the time?
 - If you are coming from the south you have a choice, southbound you do not have a choice.

- Is there a fence around the retention pond?
 - Yes, it will be surrounded by tall grasses.
- When will this project be underway and how does it relate to the viaduct?
 - This project has already begun and will extend to 2009. We are in communication with the viaduct team and cautious of problems. This will not affect Spokane Street or Hwy 99 dramatically.
 - The impacts are independent of one another.
- What is the width of the sidewalk that will accommodate bikes?
 - 8 feet and wider on the structure (maybe 12 feet)
- There needs to be a clear understanding of paths for pedestrians.
- There is not much pedestrian activity right now. But bikers do use this area quite a bit— why not make it more legible for biking?
 - This is a combination of walking and biking. The focus is safety for all users.
- The small park offers hope and should be drawn more emphatically.
 - This is a SDOT project and is currently a very small parking lot.
- Wouldn't more tall trees be good?
 - Due to power lines, this is difficult, but was attempted where it was an option.
 - SDOT is interested in input regarding trees also.
- Is there any place in the architecture that incorporates art/design?
 - No, it is straightforward and there are no budget requirements
- Primary and secondary bike routes needs to be considered through construction
- The landscaping is successful.
- There needs to be continuity of concrete with regards to other similar projects in the area.
- How can the areas on Marginal Way be more clean?
- Are you increasing the permeable surfaces?
 - This is almost all impervious. There is a net decrease in impervious surfaces.

19 Apr. 2007 Project: Commission Business

Time: 0.5 hours

ACTION ITEMS

- A. Timesheets
- B. Minutes from 04/05/07/Bell
Unanimous approval of the minutes.

DISCUSSION ITEMS

- C. DC Outside Commitments Update/All
- D. Civic Square – Joint DC/DRB Panel/Cubell
- E. University Link Light Rail Update/Romano
- F. DC and Council meetings/Cubell

ANNOUNCEMENTS

- G. Seattle Center LTIP Community Meetings, 4/16-4/19
- H. Urban Sustainability Forum – Ed Mazria, 4/25 at Seattle Ctr.
- D. Green Building in North America Symposium, 5/1, City Hall

19 Apr. 2007 Project:	Fire Station 31 Upgrade--Northgate
Phase:	<i>Design Development</i>
Previous Briefing:	Feb 2007
Presenters:	Frank Coulter, Fleets and Facilities Department David Strauss, SHKS Architects Laura Lenss, SHKS Architects Kevin Kane, SHKS Architects Jess Harris, Department of Planning and Development
Attendees:	Valerie Paganelli, Concerned Citizens for FS 20 Molly Douce, Seattle Fire Department Christina Faine, Fleets and Facilities Albert Dove, Fleets and Facilities Linda Colasurdo, Fleets and Facilities Dave Fergus, Rice Fergus Miller Dave Kunselman, Fleets and Facilities

Time: 1.0 hours

(SDC Ref. #121/RS0609)

Action

The Design Commission thanks the design team for their presentation. The Design Commission unanimously approves schematic design and provides the following comments:

- **We appreciate the consideration of and response to previous Design Commission comments.**
- **We appreciate the simplicity of the structure's design elements and humanizing the entry with the new dwelling addition above.**
- **We appreciate the effort to include the green screen, but have concerns about the viability of vegetative growth and stress the importance of soil conditions and urge integration of this element more fully in the south elevation design.**
- **We appreciate the tower as an iconic element but urge further consideration of its expression as well as that for all of the building facades.**
- **We suggest a careful consideration of the signage elements and recommend a more unified, cohesive expression of all elements and materials with the possible application of perforated metal and brick for the signage, tower, infill and drain elements.**
- **We have some concerns about the east elevation, feel this could do more to improve the building's street presence and suggest consideration of brick or similarly scaled or formed elements at the infill when possible.**

Proponent's Presentation

Design Goals and Objectives

- Increase safety
- Increase comfort
- Respond to the texture and scale of the existing building and surrounding context
- Implement sustainable approaches where feasible and appropriate
- Satisfy operational needs of the fire station
- Continue community outreach during the project

Maintain and enhance the building's icon status within the community
Meet budget

DC's Previous Recommendations that have been addressed

Continue community involvement.

Fleets and facilities should present more general information on duties and responsibilities of fire fighters and host facility tours.

The reuse and upgrade the existing facility and extended life of the building is appreciated.

Continue exploring and carrying through sustainable approaches.

Preserve the iconic tower element as a symbol and functional element.

Integrate the trench drain as more significant or even an artistic element.

Explore additional iconic site and buildings elements that address networking with other stations and address the function and process of firefighting.

Continue assessment of the budget.



The current program aims to improve the existing structure. The replacement of the (E) generator is the only addition to the scope of work. The treatment of the medic's quarter projects over the public entry and has become a primary design focus. The west façade is being explored in terms of materials and the size of the text. The team is also considering an all-metal siding. The openings in the hose-drying tower will need to be filled in to comply with the seismic upgrade.

Public Comments

- The additional door with a translucent door has the potential to damage equipment—how will you deal with that?
 - There will be UV filters.
- The tower is still functioning? Who decided it was iconic?
 - Yes, but not for training. The Commission labeled it iconic.

Commissioner Questions and Comments

- Is there soil where there is a green screen?
 - There is a small patch of soil.
- Are you altering the apron in front?
 - There will be a trench drain along Northgate Way, that is the only change.
- Is the entire front asphalt?
 - Currently there is a brick walkway to the front door, but everything else is asphalt.

- Are you re-landscaping the site?
 - No, there is no budget to improve the landscape and it is in reasonably good shape.
- I appreciate the simplicity of the resolution. Brining out the medic room is a nice, simple gesture. I would caution you to not promise what you can't deliver.
- Would it be possible to have a landscape strip that would grow down to effectively shade the second floor? Or to use trees?
 - No, trees are not really possible given the location of parking.
- With the closures of the windows in the drying element, will the hoses dry slower?
 - Yes, but this has been considered and there are ways to mitigate this.
- The tower seems “boarded up” and feels unsettle. I would recommend a celebration of that and do an artful contrast.
 - We recognize this and will not use a block of the same color.
- The shed next to the structure needs articulation. You could even use perforated metal to cover the trench drain.
- I like what the additions do to the elevation except the east side. There is a lot of visibility and this could be improved aesthetically.
 - We could look at that more with respect to trees.
- There could be consistency with the elements added to the building.
- The scale and color are of particular attention too.
- The metal is great, if you can prevent it from being all masonry, it is a plus. The entry should be lighter and friendlier too.
- Will the parking lot to the west be repaved?
 - No, just patched and re-stripped.

19 Apr. 2007	Project:	Fire Station 28—Rainier Valley
	Phase:	<i>Design Development</i>
	Previous Briefing:	Mar. 2007, Feb, 2007
	Presenters:	Linda Colasurdo, Fleets and Facilities Department Keith Schreiber, Schreiber Starling and Lane Stephen Starling, Schreiber Starling and Lane Jennifer Barnes, Schreiber Starling and Lane Jess Harris, Department of Planning and Development Chuck Warsinske, Susan Black and Associates
	Attendees:	Molly Douce, Seattle Fire Department Dave Kunselman, Fleets and Facilities Christina Faine, Fleets and Facilities Kelly Davidson, Arts and Cultural Affairs Office Dove Alberg, Fleets and Facilities Frank Coulter, Fleets and Facilities Kelly Davidson, Office of Arts and Cultural Affairs David Fergus, Rice Fergus Miller Ed McMananmna, Rice Fergus Miller Valerie Paganelli, Concerned Citizens for FS 20 Cyril Vollie, Schreiber Starling and Lane

Time: 1.0 hours

(SDC Ref. #121/RS0609)

Action

The Design Commission thanks the design team for its thorough presentation and recommends approval by a vote of 7-1 of design development and offers the following comments:

- We would like to see more focus and energy on the plaza area with greater resolution and integration of the art, walkways, the water rills, and the landscape.
- There is a lot of support of the experimental aspect of the water rills and there is an opportunity to make more reference to them.
- There are possibly too many vertical elements in the plaza.
- We feel there could be more clarity and balance with the color-coding of the brick, especially the horizontal elements.
- There is some opportunity to improve the southwest facade elevation, specifically how the two different colors of brick will meet.
- We appreciate the challenges you are working with in terms of the dayroom storefront window, but would encourage more transparency.
- More volume could be brought to the tower on the east elevation for continuity.
- We prefer the sculpture not be centered in the plaza.
- We appreciate the landscape palette, use of drought tolerant plants and believe the dogwood and existing maple should receive extra consideration.
- We recommend the architect/landscape architect be part of the follow up meeting on the plaza and artwork, but feel this is best worked through at the Public Art Advisory Committee.

- We support the use of natural ventilation and encourage the team to look at that more

One dissenting vote was noted, that Commissioner believing that the project would benefit from one more design iteration.

Proponent’s Presentation

The design team thanks the Commission for the comments provided at the last meeting. The comments have been considered. The following four items have been explored and addressed.



Explore how the building and the landscape can be integrated into a whole.
The incorporation of existing features allows opportunities for reference to the pre-existing facility.

How can the basement can be expressed in a self-evident matter to the public
There is a conceptual proposal that includes bringing the water from two downspout locations to the “art plaza” that bring water from the roof and the site. Additionally, we are considering raising the grade to allow water to run into the ground before the public.

- Explore how the exterior façade could better express the three elements.*
- Location of brick color
 - We have reconsidered the color of the brick
 - Massing of the front entry
 - The lobby has been made more visible to the street.
 - We have simplified the massing to bring the glazing and red brick in line.
 - The fire poles, or more aptly the central stair, have been altered as to not compete with each other.
 - Articulation of the whole color
 - The USR building has been explored to be more consistent and complementary to the fire station. More windows have been added to the building to allow more light.

Explore how best to integrate the art with the landscaping of the buildings.
The art incorporation may be interactive (possibly a light) that would link back to the community. The artist visited with the firefighters and there is ongoing communication between the design team and the artist.

Landscape revisions worked to simplify the landscape palate. Plants that need care have been eliminated. The goals include texture, color and low maintenance. The existing oak tree will

remain also, given it is healthy enough. A local furniture maker might use the 3-4 oak trees that must come down.

Commissioner Questions and Comments

- Could you integrate the water element with the art?
- People will not know that a magnolia tree is representative of the tower. There are too many iconic vertical tower-like things.
- There is some confusion of the color coding and vocabulary.
- The strength of the west façade is in the big openings and columns in between and that is not found on the rest of the building.
- I appreciate the movement toward altering the plans according to comments, but the scale is not quite right. Is the DD package final?
 - The final DD package has been submitted to the City.
- The idea of the study models is great. I like maintaining the oak.
- The flat plane roofs, what are they made of?
 - 12” steel with a dark face.
- Do the red and brown bricks meet flush in an place other than the back?
 - No, that is it.
- What do the horizontal screens do on the east side of the buildings?
 - They block morning light.
- The direction is more successful in terms of color.
- The experiential route is much better than the obvious in terms of highlighting water retention to the public.
- The movement towards opening up the front is valuable.
- The simplification of the landscape palate is appreciated. The art piece is the primary piece in the courtyard now, but the dogwood is not the best option.
- Have you worked to tie in the apron more?
 - We have talked about it, but for safety issues, the patterns are strongly discouraged.

19 Apr. 2007 Project:	Civic Square
Phase:	<i>Preliminary Briefing</i>
Previous Briefing:	No previous reviews
Presenters:	Fred Grimm, Triad Development Bill Gaylord, GGLO Sean Canady, GGLO Gary Schaefer, GGLO Lee Hallman, Foster + Partners Dieter Grau, Atelier Dreisetl Cormac Deavy, ARUP Karen Whitman, Karen Whitman Projects Joan Rosenstock, Fleets and Facilities Department Bruce Rips, Department of Planning and Development Russ Bauder, Seattle Department of Transportation
Guests:	Dana Behar, DRB Business Rep. Jim Falconer, DRB Development Rep. Marta Falkowska, DRB Community Rep. Bill Gilland, DRB Design Professional
Attendees:	Brett Allen, Triad Development Lucia Athens, DPD Shaney Clemmons, GGLO Casey Corr, Crosscut Helanie Honig, LAW Gary Johnson, DPD Chris Libby, GGLO Vince Lyons, DPD Michelle Rosenberger, GGLO Kent Scott, GGLO Robert Scully, DPD Tom Sheldon, GGLO Janet Stephenson, DPD Diane Sugimura, DPD

Time: 2.0 hours

(SDC Ref. #121/RS0609)

Summary

The Commission thanks the design team and recognizes the depth and brilliance of this highly skilled team. We appreciate the clarity of the presentation and presentation materials. We see this design process requiring a very coordinated and efficient, but visionary approach. With that, the Design Commission and the Downtown Design Review Board unanimously approve the preliminary briefing with several key recommendations:

- **Physically, the site's slope is a challenge and we appreciate the degree to which you have acknowledged bringing people into the heart of the site is important, which supports a mid-block connection.**

- **Less attention has been paid to accessing the site from Third Avenue and James Street and this will be important to ensure vitality of the public spaces.**
- **We see the larger context and slope as extending up to I-5 and down to the waterfront, minus the existing Viaduct, and support expanding the scope of your studies to encompass those areas as they will inform the site.**
- **Recognize the team has tried to address the edges of the site and is exploring how to break up the edges and create more permeability with openings on all sides. However, you are not quite there yet. The downhill edges of the site have a difficult time welcoming people in.**
- **Look beyond the context of your site to achieve an active plaza and public space. We think you have taken this into consideration when looking at the surrounding blocks, but urge you to continue to look at that and understand the flow of people and physical experience extend beyond the limits of this civic square.**
- **The water features and other ground plane elements should strive to be unique and respect those that are uphill from the site. The Commission and DRB support the team's desire to celebrate the participatory experience in the cascading of water.**
- **We appreciate the seasonality of the project and would like to see how that is expressed in both the physicality and programming of the site.**
- **Activation of the site has been studied by exploring what retail sites in the world are successful and the Commission especially appreciates the references to those sites with similar climates. We believe that this site will not be successful because of retail, but rather activation of the site is necessary to the success of the project, which in turn will support the retail. The question remains—what is the critical mass necessary to make this site a success?**
- **We did not yet talk about the residential and office tower. This project is a pioneer in adding residential and office uses to a mix of public space and retail in this part of downtown, and leading the way in applying the new bonusable height increase for residential units in this part of the city.**
- **Transit and transportation are key elements of the project. We look forward to the team working closely with King County/Metro to capitalize on the flow of light rail and bus patrons through the site.**
- **The cultural elements were a key theme of the city's RFP requirements for the site. We think the images are a little more generic than the real potential on site for creating a great cultural environment. The People's Pavilion is a great holding spot for that—the question is what will make it a successful and catalytic part of the site.**
- **Art works of significant stature would make this a site to come to. We encourage the team to work with artists and to engage them in both the programming and design.**
- **Sustainability is driving much of the project design, but we don't quite understand what the plan entails. We are looking forward to a more detailed look at the sustainability features and overall plan at future reviews. LEED Platinum certification is a marvelous goal.**
- **Consideration of the living building challenge could also provide benchmarks and metrics for success in terms of sustainable design.**
- **Finally, the Commission and DRB are optimistic that you will transform this rectangle into a truly Civic Square.**

Proponent's Presentation

Background, Process and Context

Center City planning process has guided the implementation of the master plan. The development of the Civic Square is the last piece of the master plan, which is projected to be completed by 2010-2011. The client group is making many of the decisions in the process. In addition to the Civic Center Master Plan, the Request for Concepts and the Request for Proposals (issued in 2006) were approved by the Client Group, establishing the project's design parameters. Some key parameters were the inclusion of a tower on the north portion of the site, underground parking, a public plaza covering 55% of the site, enhancement of the transit tunnel access and permeability to the adjacent streets.

The mixed-use tower's height and the number of parking spaces can be determined by the zoning code.

- The proposals need to include a management plan for the open space.
- The inclusion of a water feature and transit access inside or out.

Schedule

Response to RFC	June 2006
Response to RFP	December 2006
Letter of Intent Signed	February 2007
Purchase & Sale Signed	June 2007
Early Design Guidance	June 2007
MUP Application	November 2007
Project Complete	2010/2011

Vision and Commitment

Triad has been around for 22 years. Our ability to reach out to the community is something we pride ourselves on. The founders of the company are committed to seeing that what is done here is successful.



Project Overview

The team of design professionals was hand selected using international avenues. Inspiration for the project came from several projects:

Westlake Plaza
Pike Place Market
London City Hall

Trafalgar Square
Pioneer Courthouse Square
Union Square

Concept/Values

- Sustainability: This project’s success will be achieved on a triple bottom line.
- Magnet: The project will connect through a hierarchy of spaces and corridors.
- Heart: Each detail is designed to be welcoming, vibrant and accessible.
- Neighborhood: The Public and Private uses are complementary.
- Legacy: The liveliness will be achieved through a wide mix of uses.

Major design principles:

Community Icon	Flexibility
Wayfinding	Sustainability

Previous recommendations from the Design Commission have been addressed, including:

- Connections to Third Avenue, engaging all of the edges and the light rail transit tunnel
- Connections with City Hall

Elements of the Plaza

Bring a focal point to the plaza that is unique in shape and design detail. The purpose is to construct an active site. 65% of the site will be open space with high permeability. Use water features to connect the plaza to adjacent sites. The flexible design should allow for water use, informal gatherings and use for public events when needed. Green roofs and vegetation could be used along the edges to buffer the plaza.

Plaza Uses

Retail	Educate and Entertain
Events	Relax
Circulate	Play

Activate the use of the space based on season.

- | | |
|---------|---|
| Fall: | Arts and sculpture festival with performance art, use people’s pavilion as a canvas |
| Winter: | Ice sculptures and embrace winter solstice |
| Spring: | plant events |
| Summer: | summer solstice festival |

Public Comments

- Bruce Rips, DPD Project Facilitator
Because of the mix of private and public components, the combination of the two review boards is being pursued to do early design guidance reviews.
- Russ Bauder, SDOT: make the public space work with the ROW (particularly across Fourth Avenue) and work with City Hall Plaza; conceptually it should not be broken into two projects.
- Lucia Athens, Green Building Team, DPD: Can the team think about sustainability in all aspects of the project, including retail, etc. for internal consistency and integrity? This project is a chance to do sustainable design more holistically, perhaps through the “living building” concept. Pleased to see the project has a goal of LEED Platinum.

Design Review Board Questions and Comments

- This is a huge undertaking and has been an ambitious effort. Currently, there is little retail and residential in this area—one challenge is how to make this a success since a failure would be a huge failure. The City must finance this open space for it to remain successful.
- There is no other block in Seattle that will have this significance if done right. Attention will be paid to this project for decades. Relative to most plazas, the challenge here is extraordinary due to the slope. The most difficult access point is from Third Avenue up into the plaza. The presence of the tower will be very important in the City skyline and the relationship of the volume and mass of the tower to the adjacent plaza is critical.
- A large determinant of the success is the retail. In order to have the right kind of retail, you must design for these spaces to attract appropriate retailers.
- The activities occurring at times of day and week that has been given special attention is appreciated. However, there are no references to rain and how it affects these activities.
- The uses of the tower (office and residential) are not clear yet and that will drive much of the activity below in as far as how tenants might use and activate the plaza.
- It would be wonderful to have some site design sections cut through all the way to the waterfront to understand the site's relationship to its larger context.

Commissioner Questions and Comments

- This project has similar activation challenges as Seattle Center, except this has the opposite problem where the edge activation is the concern.
- This is an encouraging concept and the analysis. This project will be catalytic in getting residents to this area.
- The pedestrian flow is important. People coming in and out of the light rail tunnel creates a large pedestrian flow. Is 55/45 better for having an active open space?
- Can the team speak beyond the examples shown regarding active retail?
 - Harbor Steps has a fair amount of retail, but it has been a challenge to retain retail, however, restaurant use is an activator. There is a section on retail that is both local and high quality restaurants that will attract people.
 - The team is trying to figure out where retail fits in each of these—some say no retail should be there and others say there needs to be some in order to attract people. There is retail that is complimentary to those who will occupy the site.
- Retail, by itself, cannot attract the critical mass of people. The answer may be better retail that is strong.
- Family is a key programming component of this project.
- Please describe how far you see the water features and landscape elements extending into the site.
 - At the moment it is described it in two parts: one is a flexible part that would change seasonally or when there is an event that would utilize that space. Also, a permanent water structure.
- There is the City Hall plaza water feature element that extends up to that at the Justice Center—how will this project relate to those?
 - The cascading pond should enable people to go closer to the water.
- The Commission commends the team for the intercontinental collaboration.
- Thinking about the site from the inside out, there is a responsibility to James and Cherry Streets; Cherry is promising, James is more worrisome and looks restricted. The accessibility of pedestrians through the site is a concern.—if you are disabled user, how do you access and get through the site?

- Is there an escalator?
 - Yes, adjacent to the tower building. There is ADA accessibility, too.
- How does the team address the cultural events and manage the space? You should look at the possibility to bring art on site on a permanent basis that would attract residents and visitors. Installations could be integrated into the plaza design.
- What jumps out is that there are not many successful civic spaces in Seattle. This site should encourage civic activities, including protests and politics.
- The relationship of the tower to the plaza space is critical. Look around the site at those edges.
- The Design Commission would like to hear more about the programming envisioned for the plaza space in the future as that is what will bring people to the site.
- The Commission would also like to see more about the transit tunnel connections.
- The archery image is appreciated and that should be kept alive throughout the design process.
- The site analysis diagram that shows multiple layers with the green, water and trees is exciting.
- In terms of landscape design and its potential in our downtown, the City has not even begun to look at the possibilities.
- How are you dealing with the cars?
- The attention to the season is currently underdeveloped in our city— the Commission is intrigued with this aspect of the plaza design approach.
- The “People’s Pavilion” is great—if it is transformed into something commercial—it will be a disappointment.
- The quality of materials is important.
- It is easy to throw out “educational,” but who is doing the programming?
- The sustainable and educational go together and we need all the support we can muster.
- It is nice to see a design team integrate inspirational concepts into design.
- How could these two design review bodies for the city help you?
 - Once you see the next phase, your input will be much more valuable.
 - What we’ve heard today is constructive and any opinions are very important.
- The project will not be successful because if has great restaurants, the restaurants will be great due to the success of the plaza.
- The City has a responsibility to be a demanding client and a responsive one, as well. The design team has a vested interest in making this work—however, you have a lot of expectations and are making up for the aspirations not yet realized at other sites.
- This site helps the City to realize our dreams of achieving a livable downtown. Our goal is to invite a larger community to experience this part of downtown.