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APPROVED MINUTES OF THE MEETING

October 16, 2008

Convened 8:30 am
Adjourned 4:30 pm

Projects Reviewed

1200 Stewart
Alaskan Way Viaduct – Battery Street Tunnel Upgrade
Shoreline Street End Master Plan
Alaskan Way Viaduct – South End
SDOT Art Plan

Commissioners Present

Karen Kiest, Chair
Tasha Atchison
Brendan Connolly
John Hoffman
Mary Johnston
Juanita La Fond
Dennis Ryan

Unconfirmed Commissioners Present

Andrew Barash
Nathan Polanski

Staff Present

Guillermo Romano
Valerie Kinast
Tom Iurino
Shannon Glass

Celebrating 40 Years 1968-2008



October 16, 2008 **Project:** **1200 Stewart**

Phase: Alley Vacation

Last Reviewed: June 19, 2008

Presenters: Jack McCullough, McCullough Hill
 Guy Michaelson, Berger Partnership PS
 Paul Thoryk, Thoryk Architecture Inc.
 Jeff Schramm, TENW

Attendees: Beverly Barnett, SDOT
 Jessie Clawson, McCullough Hill
 Bruno Duarte, Thoryk Architecture Inc.
 Fred Jala, Berger Partnership PS
 Ben Kim, Sclater Partners Architects
 Eric Midby, Lexus Companies
 David Reddish, Sclater Partners Architects PC
 Jay Reeves, Sclater Partners Architects PC
 Kristen Simpson, SDOT
 Geoff Wentlandt, DPD
 Bradley Wilburn, DPD

Time: 1.75 hours

(170)

ACTION

The Commission thanks the design team for their presentation and conditionally approves the adequacy of the public benefit package as presented, with the following recommendations and comments:

- The Commission considers the inclusion of offsite right-of-way improvements as an appropriate public benefit amenity.
- The proposed improvement design is consistent with the DPD Denny Way vision and integrates to this project well.
- In general, the sidewalk width and building setback is positive.
- There is one concern that the sidewalk width along the intersection of Denny Way and Minor Avenue, where the fifteen foot sidewalk is reduced to twelve feet. The Commission encourages the designers to provide a constant width along the property edge.
- There is some concern about the way the building reads; while porous, it is not inviting. The Commission would like to forward this concern to the DRB for consideration.
- The improvement to curbs and bulbs are inviting while providing a better pedestrian experience.
- There is some confusion about landscape details, which should read as more public. The Commission asks the design team to present a consistent response in both the architectural renderings and the landscape architecture plan.
- There is concern about crosswalk markings in non-signalized crossings; while this is consistent with SDOT and a fact understood by the Commission, it still feels like an unsafe crossing or non-pedestrian area.
- There is greater concern at the corner of Denny and Minor about the approach of layering vegetation, the craftsman wall, the vent where canopy falls and the façade. The Commission recommends refining this design considering ventilation, noise, use of materials, scale and transparency and the human character of the corner.

- The Commission asks that the DRB scrutinize the materials, language, and proportions of the architecture in relation to its surroundings.
- The Commission expects that the offsite improvements maintenance will be incorporated into a City and owner agreement where the responsibility of these will rely on the property owner.
- The Commission would like to see more design details that will express material, colors, dimensions, etc, which is important for a full public benefit package.
- There is concern about the architecture at the future Denny Way crossing; the treatment along the streetscape at the grand entry of the hotel lobby should not read as mid block drop off. The barriers between landscaped areas along Denny Way should also be considered, to clarify its function as part of the landscape element or safety screen for pedestrian crossings or vehicular perception.
- The Commission recommends extending the pedestrian paving across the apron to expand the pedestrian realm.
- There are concerns about the designation of Minor Avenue as the neighborhood pedestrian street with all vehicle entrances and driveways. Suggests consolidating three curb cuts into two. Revise interior circulation.
- There is a concern that the entries on Stewart Street and Minor Avenue are vehicle oriented and not perceived as pedestrian. Recommends creating a hierarchy gesture that will separate this conflict of use.
- Recommend coordinating with SPU to develop rain gardens or stormwater management techniques that could be incorporated into the street improvements, thus creating a secondary functional benefit. .
- The treatment at Denny Way and Minor Avenue is inadequate for such a visible corner. Recommends revisiting.
- Consider incorporating the future pedestrian crossing on Denny Way towards Minor Avenue to the north into the design. While this is not defined, the design could consider some dimensions that will allow this to be incorporated in the future.
- Would like to review the package after the next Design Review Board meeting. The Commission understands its limitation regarding architectural project review, but finds significant impact of the proposed design to the public realm. The Commission strongly recommends that the concerns expressed by the Design Commission members during the meeting regarding the unresolved character of the buildings and details should be integrated into the information package for the DRB members.
- The Commission asks that the DRB scrutinize the materials, language, and proportions of the architecture in relation to its surroundings.

Project Presentation

The design team has had three meetings with the downtown Design Review Board, which encouraged meeting with the Design Commission for public benefit and street level input. The comments and requests from the June 19, 2008 meeting will addressed in the presentation. One of the first Design Commission requests is to update the map showing nearby developments, especially ones across Minor Avenue and Stewart Street. The Commission also asked the team to show the square footage of the alley to be vacated.

In the last couple of months, the design team has focused on the DPD's Denny Way study, and figuring out how the project can collaborate. The study considers the reach of Denny Way between Second Avenue and Interstate 5. The project is located on the eastern end of this corridor, which is a significant opportunity. The Design Commission recommended that the project maintain consistency with the Denny Way study, and the design team is making sure that the intersections and sidewalk treatment is consistent with that plan.

Building Form

A study done on pedestrian counts on all corners – the least pedestrian count is on service area on the south end. The highest pedestrian counts are at the intersection of Denny Way, Yale Avenue, and Stewart Street; and on the corner of Stewart Street and Minor Avenue. Taking this data into consideration, the service area is sited in the lowest pedestrian count, and higher pedestrian counts feature active areas for a coffee shop and restaurant. Ingress, egress, and access to the building have been analyzed to determine its least impact. For example, Denny Way is very active street, so the design team has attempted to eliminate ingress and egress there. There is one access point on Stewart Street. The primary entrance to the main lobby, and access to below ground parking, is on Minor Avenue. The below grade parking option is intended to provide a public amenity and more attractive building, instead of a parking garage.

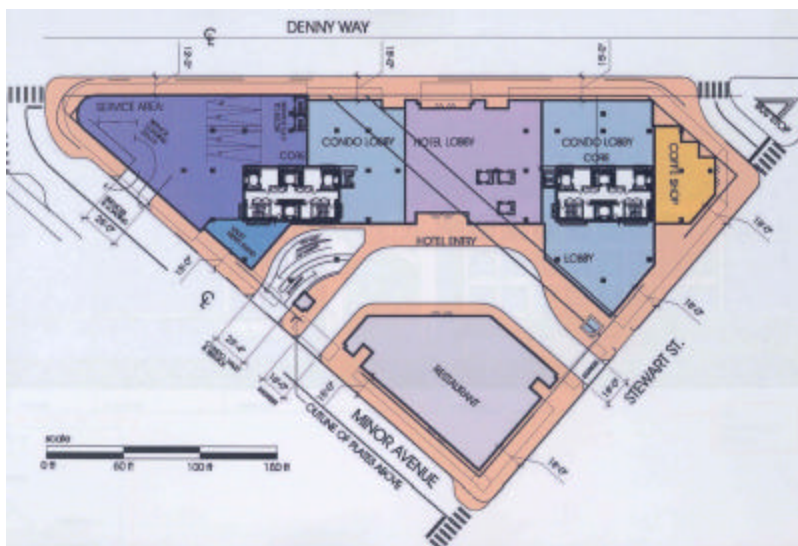
The entire building is set back three feet, adding three feet to the sidewalks. Extra areas, such as notches and alcoves, are added for public benefit; they also soften façade and reduce bulk of the building. Commercial activity is located along Denny Way, which will be very attractive and well decorated with potted plants.

On Denny Way, there is a coffee shop, and a grand entry. The recessed forms and clean glass – is the solid mass to take away the bulk of the building. Canopies are added for public benefit, adding a different scale to the coffee shop and retail areas. The service areas are enclosed and concealed from view; there will be vines and green wall effects. Display windows will provide opportunities for advertisements or art.

The human scale will have an inside and outside that works together, with a very artistic, warm feeling. Attention will be paid to graphics and design features, based on the belief that it will be a very popular spot. The grand residential entrance lobbies are located on Denny Way. The sidewalk features plantings and trees, with a warm, human scale. There are display windows and glass overhangs are held up by ornate structures.

The loading area and display windows are on Minor Avenue; the service area will have a roll down door. A green wall will de-emphasized the lower parking area entry. The lobby entrance will be emphasized by planting features. There is a landscape opportunity between curb cuts. The building façade features an upper terrace for to reduce its bulk. It is a five-story podium. The solid masses have twelve feet canopies, which break up monotony and avoid a hard, linear effect.

At the corner of Denny Way and Minor Avenue, there is an organic, park like feeling with a green wall. There are display windows, a canopy, ventilation grills, and street landscaping.



The corner of Minor Avenue and Stewart Street is the restaurant and coffee shop destination, with artistic treatment, a high ceiling. Windows lift on nice days to create the feel of an outdoor terrace. Some building signs are placed perpendicular to the building façade, to create undulation and rhythm and evoke a village feel of neighborhood activity.

There are three grand entries: one on Stewart Street, another on Minor Avenue, and a third on Denny Way. The sidewalks are well lit for public benefit, with interesting lighting features. The fun and inviting street experience is emphasized.

Streetscape Plan

The streetscape is an evolution of what the Design Commission has reviewed before. The existing alley area is 3,602 square feet. The added open space on the property for the public realm is 4,026 feet, which exceeds the alley vacation area.

The design team has worked with SDOT and the Denny Study Group, and feels the proposal meets their draft recommendations. There are significant changes proposed for the public realm and the streetscape. One of the changes is increased sidewalk width on Minor Avenue and Denny Way.

The street is buffered as much as possible on Denny Way and Stewart Street, where there is no parking lane. Minor Avenue is the “neighborhood” street. The paving is City of Seattle standard, and will have specialty paving at the three building entrances and public nodes. Pre-cast concrete pavers, hopefully porous, are anticipated. The minimum required dimension is eighteen feet, and it is wider in some places. Stewart Street will become peak hour transit and traffic lane, so more planting is added there to buffer the pedestrian experience.

Minor Avenue is the main entry to the project for both pedestrians and traffic. It has the same materials palette, with City of Seattle standard and enhanced paving. The design team has worked with SDOT regarding the bulbs on Denny Way, and how Minor Avenue will likely be used. It will probably be used for short term parking and bus loading and unloading. An expanded curb bulb at Denny provides a better turning radius and more pedestrian space. There is also bulbing at Stewart Street, and building setback to widen sidewalk from twelve to fifteen feet. The bulbs provide a nice pedestrian width. The building cantilevers out at higher elevations.

On Denny Way, there is the same materials palette and similar profile to Minor Avenue; Six feet planting strips on Denny Way provides a vegetative buffer and sense of protection. Handrail screens also provide a sense of buffer. There is a consistent rhythm of trees, but openings allow pedestrians onto the street safely. A recessed ground floor allows an additional three feet at the entry.

Other significant components of the streetscape are located at Denny Way and Minor Avenue. Pedestrian and vehicular safety is improved by forcing a deliberate, sharp right turn, which is consistent with the Denny Way study. SDOT is supportive of the idea, which reduces the crossing from 80 to 22 feet. The northbound lane is captured as public realm, enlarging the Denny triangle, and providing a nice bus stop and gateway to city. Instead of planting against the building, the planting is located along Yale Avenue. Eddies increase the feeling of width and provide a clear sense of passage.

Other significant change at Minor Avenue, which is currently a sea of asphalt, includes forcing deliberate turns to slow traffic. A generous turning radius creates significant open space for pedestrians with enhanced planting, specialty paving, and seating.

Some plantings are designated as rain gardens, although it is not required, the design team would like to make that work. If it is possible, it will be a nice opportunity to incorporate ecological features.

Public Comments

Bradley Wilburn, DPD

The last time the Design Review Board met was in May 2008, to get permission to submit for the MUP. The design team was directed to work through issues with the Design Commission. An MUP application will be submitted after this process.

Beverly Barnett, SDOT

SDOT is in the middle of review. The Design Commission review is most significant. The project has greatly advanced and the corner treatments are very positive. The building still seems imposing, high end, and private from the perspective of the general public. It still lacks a balance with the corner treatments. The building still seems separate from the public realm.

Kristen Simpson, SDOT

It is definitely consistent with what SDOT wants to see in Denny Way corridor, such as shortening crossings. Some minor tweaks are needed, but it is mostly consistent.

Geoffrey Wentlandt, DPD

It does a great job of taking the direction a group of stakeholders envisioned, and sets a good example for some of the recommendations, especially the rationalized intersections.

There is a recommendation to look at an additional crossing over Denny Way at Minor Avenue, but it would be a longer-term recommendation. It will require further traffic studies.

Commissioners' Comments and Questions

Can you clarify the setbacks; does the building overhang the sidewalk zone, or do the setbacks go all the way up?

The building overhangs at some points. It will be a gateway to the city, so it needs an inviting sense of entry. Those areas will not have an overhang.

Will Pontius be straightened?

City Council has appropriated money by property for substation. To bring Pontius straight and create new block. There's no current time table, but may accommodate a crossing at Minor Avenue.

Have concerns about the severity of the blank wall around the service dock.

The project has creatively found City right-of-way to take out street surfaces instead of own property. The sidewalk treatments are also laudable and going in the right direction. Concerned that design aesthetic is not a "Seattle" style, but that is a Design Review Board responsibility. Everything done is appropriate, and appropriately scaled, but is it enough?

There is good use of space in the Yale Avenue corner. The café and eddies feel private. The bus stop is a public benefit. A possible crossing at Denny should not be overlooked; it would be a fantastic crossing for the Cascade neighborhood. Not excited about twelve foot sidewalks, combined with a service entry and a blank wall. The design team might look at that corner to accommodate a potential future crossing.

There is a triangle bus stop.

Crosswalks will only happen at lighted intersections, according to the input from SDOT. SDOT will not allow crosswalks at a stop sign.

A visual cue will help pedestrians in that area

The 90-degree turn will help slow traffic at that intersection.

Every intersection is a crosswalk; some are marked, some are not

Encouraged by a lot of the streetscape design, especially the shortened crosswalks. Would like to see some accommodation for bicycle parking.

Bicycle racks have been committed in the public benefit chart.

It would make sense to provide shelter for bicycles under the canopies.

In general, porosity and energy at the street level is improved. Have concerns about the pedestrian street level entrance along Denny Way. The idea of encouraging people to loiter sends mixed message. Some clarity of car and pedestrian movement recommended.

There is a lot of faith in Design Review Board for materials. Have concerns of materials and design language, that is somewhat separated and not an integrated design effort. There are eclectic things happening at the corners; some sense of unification and strong strides made in style and design language is recommended.

Can you explain what kind of ventilation will occur at the grills along the canopy?

The service areas are concealed here. It will be very attractive and organic, breaking the monotony of glass. It is a very attractive feature, used a lot in craftsman architecture. Organic and contemporary can be blended. Attempts have been made to break up the monotony of one kind of look along the street.

Vents provide nice breakup and transition between materials. It handles truck ventilation; mechanical engineers will handle the ventilation.

The site plan shows vines and landscape on this wall, but the landscape architect did not mention it. Is it intended to be a vegetated wall?

The natural stone supplemented by vegetation and display windows. There are pocket features for plantings.

A similar project across the street on James will have vegetated walls. Encourage better integration with the landscape architect. The concept of greening walls is inconsistent with what the landscape architect has shown.

The intent is to make a green wall with vines.

The wall height is 85 feet.

Regarding the concern that it is not inviting, the coffee shop orients itself to the public.

Is it open to the public regarding whether or not one wants to spend money?

Overall the presentation and clarity is fabulous. Is there a maintenance agreement with offsite spaces?

Yes, that will be part of the ordinance.

The offsite spaces should relate to the building. The landscape needs more details. The porous sketches convey porosity, but the landscape images should be integrated more.

In terms of public benefits, they are sufficient. The widened sidewalks and landscaped spaces on the site are important. The sidewalk should anticipate or be more welcoming to a future crosswalk on Denny Way.

The service entrance corner might work; there may be some potential there. Do appreciate the underground parking.

Storefronts are interesting and enliven the city. It might be interesting to look at that small corner for a newsstand, kiosk, or small retail activity.

Some places are unclear from lack of detail. Seeing those details would make a huge difference. The interior experience was not presented; there is porosity in restaurant windows, but what is the pedestrian experience walking through the building?

There is an inconsistency with the plans; the entry on Stewart Street suggests columns.

On each side of that road, there is pedestrian access. The far side of the column could be either open for pedestrian activity or closed off.

It might be beneficial if were open.

The landscape architect is encouraged to drop pavement treatment on Minor Avenue that does not encourage the pedestrian who is not visiting the project. It highlights things expressive of a hotel, but does not give pedestrians a comfort zone. That area needs to be worked on to provide clarity of the pedestrian experience. The extent of non-standard pavement is discouraged. Encourage street trees to provide a comfort zone.

On Stewart Street, there is concern vehicles will have an easier time than pedestrians. Recognize that entry on Denny Way is symbolic, but there is no vehicular drop off on Denny. That side wants some more "green" – a low but attractive landscape. There is a lot of paving around the trees.

Making the café area feel friendly to persons who are not patrons is important.

The fifteen feet sidewalk shown on the east side of project needs to be extended.

The entrances on Minor Avenue and Stewart Street are vehicle oriented; the pedestrian entrance is secondary. The entrance on Denny is encouraging a drop off area and seems to be pedestrian entrance; either encourage people to cross on Denny Way, or drop off. There is a contradictory message. Storm water management techniques also encouraged, perhaps creating synergies with SPU.

Continues to encourage that the Minor Avenue entrance might be consolidated. Encourages team to look for opportunities to consolidate two of the three vehicle entrances to the building.

Along Denny Way, does the twelve feet sidewalk come from the edge of wall or the planting?

The edge of the wall.

There is space at the corner and the planting will be inside property line.

There are retail display windows, and the planting area begins at the curve on the corner.

Once the project is open, the importance is a higher quality pedestrian realm than currently exists, and how it sets a standard for further development.

Suggest that offsite benefits are adequate and fulfill the intent; but sternly recommend that the Design Review Board seriously consider consistency, materiality, and scale of the architecture.

Is the amount of turning area a DPD requirement?

It is the code requirement for loading, and the geometry of moving trucks.

Do the aspirations for a wider sidewalk contradict zoning requirements?

October 16, 2008	Project:	Alaskan Way Viaduct – Battery Street Tunnel Upgrade
	Phase:	Schematic Design
	Last Reviewed:	
	Presenters:	Rick Browning, Parsons Brinckerhoff Paul Lacy, WSDOT
	Attendees:	John Arnesen, SDOT Eric Balliet, WSDOT Adam Gale, Anchor Environmental Jesse Halsted, WSDOT A. DeWitt Jensen, WSDOT Jim Light, Martin Selig Real Estate Pete Parke, Martin Selig Real Estate

Time: 1 hour

(228/RS0615)

ACTION

The Commission thanks the design team for their presentation of project for the state and city moving forward projects, and makes the following comments:

- Appreciates the design quality of old signs and encourages new ones recognize scale and conditions; suggests the old ones could be recycled or reused.
- Acknowledges the different conditions of head houses, one proposed and existing; the other light and temporary. Recommends exploring potential complemented use for vendors or news kiosks.
- The head houses are opportunities for art elements, perhaps realized in conjunction with neighborhood matching funds or as a design studio student collaboration, to increase their value to the community.
- The design of gates could reflect the design elements in other features, such as the head house and lighting structures.
- Use entrances of tunnel as gateway elements.
- Identify opportunities that could reflect the same flexibility/creativity of the SDOT utility box art program.

Project Presentation

This project is a seismic upgrade and systems repair for the 55-year-old Battery Street tunnel. The tunnel carries traffic from 1st Avenue to Denny Way under Battery Street. The project includes:

- Removing 55 years of soot from the tunnel
- Connecting beams to the walls for stability in the event of an earthquake
- Replacing the fire detection system
- Repairs and upgrades to the stand pipe fire system and fire sprinkler system
- Repairs and upgrades to the fan air supply system
- Improving the communication system with better science and intelligent transportation systems
- Improving the closed circuit television monitoring system
- Constructing a new equipment control room
- Repairing cracks in walls, painting them with reflective paint

- Updating tunnel lighting
- Converting south ramps to emergency access only
- Updating the existing northbound mid-tunnel emergency tunnel egress, and adding a southbound mid-tunnel emergency egress

Most of the work is inside the tunnel, and not visible to the public, except the new signs and head house structure, and the changes to the existing egress structure and ramps.

At the south end ramps, traffic is not visible at the approach to the tunnel. There are frequent rear end collisions. The ramps will be converted to emergency access only. The entrance ramp at Bell Street will have a sidewalk, and look like a driveway cut with a stop bar on Western Avenue.

At the tunnel portals, the existing signs will be replaced with dynamic message signs to provide more information. This includes signs at the north and south end bridges. The sign bridge near Victor Steinbrueck Park is fifty-five years old and corroded; it will be removed and replaced about 100 feet south of the existing one. There will be a similar sign bridge at Ward Street. It will be a standard monotube with digital messaging, to provide information to the traveling public.

Currently there are five exits out of the tunnel. At the tunnel midpoint of there is an emergency stair leading to a doorway in a concrete structure above ground at 4th Avenue and Battery. The existing head house is fifty-five years old, and needs painting, replacement of the glass block, and a new door. Current fire code requires forced air blows, so the top of the structure will have a fan system to push air down the stairways. A preliminary idea for what could look like includes removing the plywood, refurbishing the glass blocks, applying skirting around the top to conceal the electrical equipment, and shortening the stack.

The southbound bore of the tunnel has no emergency exit. In an emergency, people have to travel 1000 feet to each end, or exit at the door through the center wall across the other side. There will be an added egress at the center point, which will be 500 feet from the exit. A location for a new egress structure is being considered at the tunnel midpoint. It is possible to locate it underneath the building at 3rd Avenue and Battery Street, which is owned by Martin Selig Real Estate and scheduled for demolition.

There are plans to build an underground structure, except for the head house in the alley between Third and Fourth Avenues. The initial design concept for the structure features lightweight steel and glass. Since negotiation with Martin Selig is underway for building construction at this location, the design is intended to be unbolted and possibly removed. If it is designed without consideration of new construction, it will be lightweight glass and frame structure with the air handling equipment located beneath it. Interior lights will shine out through the glass, providing a diffuse, ambient light. The design could be matched to nearby development, sidewalk, or new building on site.

Public Comments

John Arnesen, SDOT

SDOT is working closely with the state. SDOT handles maintenance, so this will be vast improvement over the current systems. The tunnel mechanical systems have been operating since the 1950's. It will have more sophisticated systems, safety, and ability to monitor and provide information to the fire and police departments. Design Commission feedback is needed about the head house, the streetscape at Western Avenue and Bell Street, and pedestrian improvements.

In terms of operational function, there will be gates added to both tunnel entrances, to close it to traffic when necessary. Signs will also be activated to notify drivers of detours.

Rick Browning, Parsons Brinckerhof

One side of the glass block has been damaged so badly that plywood was placed over it. The other side will retain the glass block, and be restored as much as possible.

Martin Selig Real Estate

There has been dialogue with SDOT. There is confidence in a cooperative process, and the intent to have a seamless alley and no head house.

Commissioners' Comments and Questions

Can you clarify the project schedule?

This project is phase one of a two-phase upgrade. It is scheduled for an add date June 2009, with construction starting fall 2009. There will probably be eighteen-month construction duration, but it is still being determined.

Is anything being done with the green stuff?

No, nothing is being done in that area; only impact attenuator on rail; has been hit and is not a good system; line will be painted as solid, with short flexible permanent cones for emergency vehicles.

The sign bridge is nice architecture.

The most important thing about the structures is to appear as a positive part of the community. . Designing it to discourage graffiti should be studied, to find materials which are difficult to paint.

This is a perfect project for an imaginative and playful approach to art. The screen wall could be whimsical, or it could be a podium for art on top.

Does it have city funds?

There are all state funds, but no federal funds.

Thinking about using art modern appropriate pattern, like starburst pattern in anodized aluminum to echo glass lock in period style and unit module.

Is this being taken to neighborhoods?

Presenting to been house toning.

It could be presented as an opportunity for neighborhood matching funds.

If graffiti is a problem, invite graffiti artist participation.

It is a great opportunity as a College of Architecture project to generate ideas for implementation, combined with SDOT's art program.

Recommend that the sign bridges will not be replaced with standard ones that might dwarf the area.

The signs will be appropriate to the speed limit, and height of letter required for that speed limit.

In other words, it will be designed for an urban arterial.

Have bollards been considered for the converted entrance ramps?

Bollards work well for maintenance access, but they are difficult for emergency vehicle access.

Will the tunnel be serviced by Seattle Fire Department?

Yes, Seattle Fire and Police Departments.

Currently there is not a lot of incident response in the tunnel. There is a different visible presence between gates and bollards. With bollards, the ramp may tempt driving through, whereas a gate clarifies that it is not a ramp.

It is an unfortunate overpass independent of transportation impact; please note painting and lighting, as it is a key intersection for criminal incidents and crossings.

When the central waterfront plan is determined, the central crossings and ramps may be removed. At some point, this intersection will be revisited.

Lighting is a big opportunity, as a beacon. It is also a strong possibility for art, as well as safety. Consider creating a dynamic, rather than static, glow.

Express the related, but different characters of head houses, as one is permanent and the other temporary.

In terms of head house, perhaps a vendor area or newsstand could be incorporated. Agree with the use of light as a beacon.

Encourage to keep or save the existing arching sign bridges, or recycle them as an art project. They have an iconic gateway presence.

Have gone through 505 historic preservation process; parks captured photographically. The structures have many problems: the welding is corroded, and do not meet state or city height standards. One has been hit several times because it is too low. It is not connected to the bridge, but hooked to unstable foundations on the ground. Bridge inspections found that the base had two feet of dirt accumulation on top of the bolts, which are also corroded and do not meet current standards. They are planned to be removed.

Suggest they should be identified as resource for other to use, or recycled as park or art function.

October 16, 2008

Project: Commission Business

Action Items A. Minutes of September 4 and 18
Approved

Discussion Items A. Outside Commitments
B. Events Calendar
C. Workshops

Time: 1 hour

October 16, 2008**Project: Shoreline Street End Master Plan****Phase:** Concept Design**Last Reviewed:****Presenters:** Patti Quirk, SDOT**Attendees:** David Graves, Department of Parks and Recreation
Joe Bell, SDOT**Time:** 1 hour

(228)

SUMMARY

The Commission thanks SDOT for the presentation and summary, with the following comments:

- Encouraged that this plan is raising the profile of this valuable public asset; neighborhood acceptance will lead to embracement.
- Uniform signage would help to identify the public right-of-way.
- A public information campaign would be advantageous.
- The Commission suggests creating design guidelines for shoreline street-end parks to be used by city agencies and neighborhood groups in developing each site.
- Suggests identifying them in cross-formats, appearing on bicycle and pedestrian maps to reinforce their importance and make them known.
- Suggests working with neighborhood groups to raise awareness and looks forward to seeing individual projects through the design review process.
- Appreciates the collaboration and coordinated efforts with Parks and SPU.
- Invites presenter to involve DC for participation, definition and/or design guidelines on future projects.

Project Presentation

The street ends were created by ordinance in 1999, establishing the best use of street ends for public access. Since the map was published, it was discovered that nine sites, and likely more, were missed. The ordinance needs to be revised to incorporate them, and the GIS documentation of them must be updated.

There are approximately 150 sites:

- Sixty are open.
- Forty are under permit (meaning there is an encroachment and the owner is paying an annual fee for the right to be there, ten of which are industrial.
- Ninety-four have been identified as needing some level of improvement, such as signage or habitat. They are intended to be public access, park-like structures.

Open vs. Developed

Some adjacent property owners do not want public access. It is a common occurrence. Open means there is not an encroachment. A permit can be revoked at any time, and returned to public use. Water parcels are very valuable. Improvements would probably involve benches and removal of encroachments.

Next Steps

Fees

- When the ordinance passed, fees for those permits were a disincentive. They are based on earlier land values, and are being updated.

Maintain

- How to maintain sites public use is being considered; and how to sustain that program. There are industrial sites which will always be under permit.

Southwest Bronson Street in West Seattle has been used as Salty's parking lot. A Parks Department designer has been hired to look at how to develop this site, and to reclaim thirty feet of the waterfront. Until a plan is in place to completely reclaim it, the parking is retained. The Alki Community Council is interested in developing this site. It was identified as a preferred alternative for the water taxi. Since it is part of SDOT, the use of reclaimed granite curbing and materials from the old West Seattle Bridge is being considered. As for artwork, SDOT does not have the budget to own or maintain it; however, SDOT is open to a community group arrangement to own and maintain it.

In general, SDOT is taking proactive approach toward the development, maintenance, and increased public access of street ends.



Commissioner's Comments and Questions:

This is doubling the amount of right-of-way and the waterfront.

There is always the Department of Neighborhoods, and a lot of these things come from neighborhood initiative.

It still needs to come through SDOT, with a community group to own and maintain responsibility. SDOT prefers softscape and habitat benefits. One goal is to avoid creating a safety issue.

In California and Oregon, ways to access the shoreline between private homes is required. Would that be possible here, such as a marker noting public street ends?

Bare minimum maintenance should be signage; the problem is that the signs disappear. Friends of Street Ends want a boundary marker system. Due to the need for costly site surveys, little has been done with that.

The minimum for next year is sign installation at all of the street ends.

There is an opportunity for marking from boaters' and kayakers' perspectives.

SDOT is interested in incorporating that into the street ends.

There is a possibility for a public information campaign.

SDOT hopes to post a street end map on the website. It is a delicate matter because many adjacent property owners are against making the locations more publically known.

What is the nature of the relationship with Friends of Street Ends?

SDOT works very closely with them and puts people in contact with them. Geographical representation is being considered. Some neighborhoods have very strong community groups, whereas others do not; SDOT is working on outreach for those communities.

The ordinance and map is on the website. Could a programmatic EIS be done, under the umbrella of the ordinance, to treat the street ends as a whole?

SDOT has to work with DPD and follow the permitting process. A percentage of development must be complete.

Mapping is suggested, while they are in an emergent phase.

This was an issue in San Francisco years ago. Suggest meeting with people from other cities to strategize, and benefit from what other cities are doing.

SDOT was recently interviewed by National Park Magazine regarding these issues. There has been discussion with the Parks Department about a jurisdiction transfer near parks, to expand and maintain them, and become permanent public access points.

Will the waterways around Lake Union be included, or referenced?

The shoreline street end ordinance does not cover anything on the water. On Lake Union and Lake Washington, a lot of street ends are waterways. DNR is working on getting everyone into compliance. Municipal code does follow state code.

What will the design review process be for community groups? This is a good opportunity for the Parks Department and SDOT to work together to determine a systematic approach.

The more input, the better. Each of these sites is unique. The communities want them to have meaning, and tie into the specific needs of the neighborhood; but there should be guidelines.

Working by neighborhood and their newspapers would be a good way to distribute the same information.

How many of these street ends have storm drains or public outfall?

Many of them do; conversations have been held with SPU.

It would be interesting to apply water quality treatments.

One of the fine lines is letting people encroach with permits.

Ideas were mentioned for maintaining this program; what are those?

A contractor worked for SDOT as part of Race and Social Justice Initiative to estimate what maintenance and fee updates would cost. How that will be managed is unknown. It should have general funding, like the rest of the rights-of-way.

The City has a challenge maintaining the stair rights-of-way; perhaps there is a conservancy to support it. The street ends are valuable as waterfront access, so they are hotter than average parks; there might be a way to pitch it to a higher entity because of the need to protect the waterfront.

If the Pro-Parks Levy gets on the ballot.

Is there any private funding?

No. SDOT has a community group care for them for several years, followed by a turnover.

If the neighbors would not rip down the signs, accepting these as a reality is the next step these. Right now, there is a problem with perception and trying to keep them privatized.

SDOT feels strongly about these as public right-of-way spaces.

There is a distinction between street ends on working waterfronts and neighborhoods.

This master plan does not get into site-specific design; however it does support funding for developing sites elsewhere.

Are there unused street ends right-of-ways that might support funding?

There is about \$120,000 per year; it is not a lot of money, and can be drained quickly. It is important to work with Department of Neighborhoods. It is not based on land value. The ordinance has variables which actually decrease values and lower the permit fees.

Has the Department of Ecology been considered for matching funds?

SDOT is willing to take advantage of those opportunities.

October 16, 2008	Project:	Alaskan Way Viaduct – South End
	Phase:	Design Development
	Last Reviewed:	June 10, 2008; April 3, 2008; December 20, 2007; October 4, 2007
	Presenters:	Steve Beadle, WSDOT Boris Dramov, ROMA Design Group Bonnie Fisher, ROMA Design Group Yu-Wen Huang, ROMA Design Group Mike Johnson, SDOT Asvin Mandadi, WSDOT
	Attendees:	Chad Schuster, WSDOT
Time: 1.5 hours		(228/RS0615)

ACTION

The Commission thanks the team for its presentation of “in progress” sixty percent design, and approves with following comments:

- Appreciates the clarity of design and adaptations to circumstances.
- Applauds the simplification of the landscape design, it reads more strongly.
- Questions design of space east of tail track; understands that thinking is in progress on this great opportunity. There are some safety concerns about “flip flopping” the east-west location of the track and trail.
- Appreciates the mental health breaks on the trail.
- Concerns about cost and isolation; suggests reconsideration of benches and wall material to reduce cost.
- Recommends focusing on the west side trail as transitory cycling route and encouraging stopping points on the east trail.
- Questions about relations to the “Great Eight” viaduct alternatives. Encourages the team to keep focused and on track with them. Appreciates the continuous corridor focus.
- Some concerns about the mainline alignment and off ramp, which suggests confusion for motorists.
- Advocates more real estate for the public and increasing humanity factor. Fences to fences is not an appropriate vision for the waterfront.
- Appreciates the reduction of ferry vehicle queuing for circulation.
- Appreciates the consideration that if a Surface option is selected, the project could incorporate new street crossings towards T-46.

Project Presentation

There have been some significant changes in the way the contract is being approached. Previously, the southbound lane of Alaskan Way tied into Atlantic Street; analysis concluded it was very complicated and wouldn't manage the traffic well. The southbound lane has been moved to the east side of 99. The ferry queuing is eliminated, so it is now a tied together street.

It was determined there was a need to phase the contract differently than had been planned. It is now approached with design and bid contracts in line with construction:

- The first phase will relocate utilities, before the civil engineering begins.

- The second phase will include the mainline, large portions of the U-tube, Alaskan Way to Royal Brougham, and the port side trail.
- The third phase will finish the transition structures to tie back into the viaduct, and remove the detour route.
- The fourth phase will be a separate contract for landscape the plant establishment.

The Governor's mandate for viaduct removal by 2012 is important to understand; this project falls under that mandate. By breaking the phases apart, that mandate can be met. In this contracting sequence, there is an arbitrary line between phases II and III, which accomplishes the viaduct removal.

From the design team's point of view, it is important to ensure that the intentions of the qualitative aspects will still be available to build. The challenge is to ensure constraints in phases II and III do not preclude work in phase IV. The opportunity to achieve goals is being monitored.

City Side

One change which has occurred is a narrower bridge over the U-tube. The construction of the pedestrian and bicycle bridge became problematic, so a decision to discontinue the landscaping over that area was made. A minor dimensional change is a five-foot loss of green space; the spacing of trees became too tight for comfort. A modification of species is suggested.

Port Side

The dimensions of the greenway have not significantly changed. The railroad needs more separation between the tail tracks and the trail. The port fence has not changed. The landscape approach is intact and being refined. The design team has begun to consider grading, drainage, and utility engineering. The landscape approach in this area is unresolved, due to the constraints with utilities. An additional landscape change is made on the WASCA property edge, where street trees have been incorporated.

Architectural treatments of the MSE wall, bordering the mainline, have not been addressed yet. The precast wall idea has not changed, although the configuration has been altered. The existing roadway will be maintained, with temporary curbs to allow traffic during the construction phases; however, a permanent proposal is yet to be determined.

Depending on the Central Waterfront solution, that area may be used. If it is a surface improvement, one of the concepts is to build intersections in a grid. Until the analysis is done, it is unknown where this direction is going.

Regarding the introduction of art into this environment, the phase III improvements may have that program in place. There are opportunities, but nothing new to report at this time.

The bridge treatment will not be built at the beginning of phase II. Materials considered are ipe wood cladding on the concrete, with light fixtures. Knockouts for future light and conduits will be ensured. The guardrail integrates light fixtures and is refined to include them. The profile and elevation of the trails have not been addressed yet.

There is an eighteen-inch seat wall on the tail track side. The area behind the walls allows room to plant trees on the level surface. At least four-and-a-half feet for planting are maintained. The pathway treatment is similar, with an asphalt surface with cobbles. It is sloped no more than two percent toward the tail track for drainage. An inlet is placed every fifty-eight feet to create low points. The guardrail between the track and the trail is in fifty foot sections, with five-foot breaks to providing relief from feeling caged in and create seating areas. The guardrail is intended to look like part of landscape treatment, enhanced with a leaf-like pattern. The lighting fixtures and spacing remains the same.

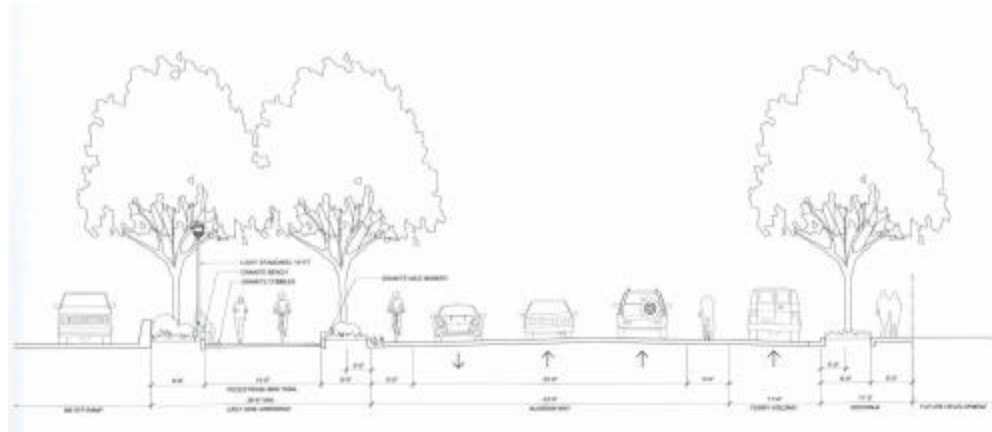
A trail is planned from north end of the U-tube to King Street in phase II. The bridge will not be used immediately, so there will be temporary paths until phase III.

Landscape

There were concerns that a dogwood tree would be too sensitive for the west side. Wherever smaller trees can be incorporated, clustering dogwoods will be considered.

On the city side, the overall concept has not changed. It has shifted from large to moderately sized trees, reducing the quantity from three to two. There is a great deal of variety, with a more punching pattern. The predominant tree is Liquidambar styraciflua 'Rotundiloba', which is sterile and does not produce gumballs. There is a woven

pattern, with maples continuing across. The team is looking at continuing the Liquidambar on the east side, in combination with Japanese Zelkova. The area most suitable for tall for trees is in the corner, where redwoods are being considered for verticality.



Commissioners Comments and Questions

Is the tail track in its existing location?

No, it is relocated.

What are the stripes?

It is a planting pattern including Rhododendron, mondo grass, and sword fern, intended to create different planting layers.

It is intended to provide a sense of continuity with the trail pattern.

The planting, soil amendments, and irrigation installation will coincide with the landscape construction.

Is there anything that can be expected as an immediate update?

There is a connection between SDOT, and the eight viaduct alternatives may flow into this plan. The current schedule is almost perfect timing for third phase.

In order to clarify some of the semantics, the phases refer to separate contracts.

Also, phase IV may actually begin in phase III. By selecting a competent landscape contractor, there will be better results. Another consideration is whether to select and grow the trees, to take advantage of their growth during the civil engineering work; but it has not been resolved yet.

Specific areas are being considered where specific work can be done for the public to see. An installed landscape is preferable to a barren area.

Very impressed by the ability to relocate Alaskan Way, tie it into the ferry loading, and find fifty-foot wide strip of extra land. Is it a good thing to have Alaskan Way on the east side?

There are steps being made toward a “mixed use” land for ferry parking, if necessary. There is potential flexibility for more ferry holding.

Analysis determined that Alaskan Way could be one lane in each direction. There are two northbound lanes. Another lane to move traffic through is prime for redevelopment. The third lane is intended for ferry holding. There are times when ferry queuing can extend to the stadiums. If only one lane is needed in each direction, management techniques can be used.

From an urban design standpoint, it is a significant bonus for the project, allows for 50- or 100-year continuity. Continuity on the port side is important for the waterfront as a whole.

Is there a reason the trail is 18 inches below grade?

To create a seating area

Granite makes it look like an expensive seating area.

There is a confusing intersection where the southbound lane splits off; a right angle is preferred.

The decisions on the geometries in this area are not solved.

There is agreement that not everything is resolved at the intersection. The team concluded the channelization works, with one lane in each direction minimum.

At the bike area on the west, it is sketchy to be in between a tail track and port. It looks like bicyclists are sidelined to a marginalized area. The bridge should be provided with extra money, so bikes can be inward on the corridor.

A couple things working well with this alignment: the western port side trail is not crossing at a weird angle. Since this is a corridor, visibility, lighting, and sightlines are key. Encouraged that there are choices here. Fourteen feet is wider than the I-90 bridge bicycle trail, which is constrained by water and traffic on both sides

Appreciate concerns about people walking on track. Creating places for people to sleep is a greater concern. Do not mind a wall being there.

What is the perception on guardrail openings?

The bridge in this area is close to the track; there is concern about people jumping off on the railroad tracks.

Advocate for more public real estate on the west side, for landscape or pullout opportunities.

There is potential for another pedestrian path.

Since the tail track is relocating and terminating at South King Street, what is the disadvantage?

The reason the trail is located here is due to the problem with the intersection. It would have to go across the track. Commuters will have the option of using either side.

It would be advantageous to create a buffer

From an urban design standpoint, there are options that could be done in a better way. This project has gone too far down the road to change at this point. There is not time to reconsider the tail track location. The State has a deadline, and it cannot be shifted very easily.

This is not the typical way a project is approached, but it is in a compromising situation.

The landscape is simpler and stronger; boldness is important. With the massiveness of the structure, the redwood trees could be a success in this area.

Not sure if anyone would sit on the east side seating wall. It is a corridor, and not inviting. The earlier rationale for seating wall has lost strength. Encourage simplification of grading, to save money for the redwood trees

Appreciate the team's desire to come back for review, but comfortable with the quality and dedication of their work.

October 16, 2008

Project: SDOT Art Plan

Phase: Design Update

Last Reviewed: October 4, 2007; December 2005

Presenters: Vaughn Bell, SDOT Art Project Manager
Ruri Yampolsky, Office of Arts and Cultural Affairs

Attendees: Jason Huff, Office of Arts and Cultural Affairs
Patricia Hopper, Office of Arts and Cultural Affairs
Jon Layzer, SDOT

Time: 1 hour

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ACTION

The Commission thanks SDOT for the Art Plan update.

- **Appreciates that implementing the Art Plan crosses department lines and budgets.**
- **Recommends visiting the Battery Street Tunnel team for any possible or future collaboration opportunities**
- **Interested in advocating for projects, and hopes SDOT will keep the Commission informed**
- **Supports the integration of art plan patterning as a public benefit requirement in alley vacations.**
- **Encourages looking at existing places as opportunities for temporary art, and considering some systematic plans that would benefit from consistent signage or furnishing elements.**
- **Appreciates the Art Plan's connection with the craft of SDOT projects.**

Presentation

Art Plan Background

The art plan is not prescriptive. It is viewed as a series of tools, ideas, and resources. It gives visual resources and reminders to projects managers, and has a huge role in impacting the form and visual quality of the city.

Special Projects Implementation

- Artist in residence in the Fremont Bridge tower: artist selection in progress
- Creative bike rack proposal: to create better bike racks, guard rails, and street furniture, which ties in well to bike master plan
- Sidewalk Art Project: to enhance the pedestrian experience, and incorporate art easily into construction
- Signal Box Art: to create guidelines and resources for communities and artists

SDOT 1% for Art Allocations

- Spokane Street Viaduct
- Mercer Corridor
- Bike and Pedestrian Trails
- Transportation Corridor Projects

Art Project Manager Involvement in CIP

There is an interest in learning about what is going on, in order to provide advice and resources

- Alaskan Way Viaduct and Seawall Replacement Project
- Renton Avenue South/ 51st Street roundabouts
- Fremont Bridge
- Transit corridor

Priorities Going Forward

- Funding for enhancements, beyond the 1% funds
- Engagement with projects early on in the planning process
- Continual interactions with many division and areas within SDOT; and publicizing the Art Plan
- Creating tools that can be easily implemented by SDOT Project Managers, in order to incorporate enhancement on projects at little additional cost
- Inspiring good design

Commissioner's Comments and Questions

For projects that do not receive 1% for Art funding, how can the Design Commission help?

By finding more opportunities to use existing resources, such as existing signage.

Is the Mountains to Sound Greenway a missed opportunity with the Alaskan Way Viaduct South End project, as the beginning of the trail?

Conversations about the bike trail have focused on the gateway to Seattle portion; there has not been an interest on the other end yet, but it is great to be a part of both conversations to see how the dots can be connected.

Where is the gateway from I-90?

That project is in early planning stages. The phase I CIP portion is near the I-5 and I-90 intersection.

There is money for that purpose in the Jackson Place neighborhood

The Master Plan was approved by the Design Commission and given an award; the whole point was to make the street improvements more artful, and the result has been paving. Is it too far along in the process to see artfulness in many of the projects? How can this be done in more places, more easily?

SDOT is working on ways to make it happen more easily. This position facilitates that, and there is more potential investment in making the connections on a continual basis.

Are projects coming to SDOT, or is SDOT seeking them?

It is going both ways.

The Design Commission sees a lot of CIP's that are searching for ideas for art, such as the Pike/Pine Corridor and Madison Valley improvements. Looking at the Commission's past agendas would be useful.

What tools might there be?

There are ideas for texture or color treatment, and a roster of sidewalk art that can be utilized on a quick basis.

Is there interest on incorporating art in existing projects?

The focus is mostly on new and ongoing projects.

An inventory of pre-approved bike racks designs could be specified for developers to incorporate into projects.

With the street end projects, the mission has to be defined. The street end project and Cheshiahud Lake Union Loop Trail is under funded, but there are opportunities to maximize impact. Recommend joint projects between the Parks Department and SDOT.

With respect to art and artists, some things are art and some are artful objects.

Not everything should be called "art." There are certain things that can be done with existing construction that do not have 1% for Art funding. The goal of the Art Plan is to examine the whole range of aesthetic design and art components.

There is a desire for better ADA corners and sidewalks.

There has been discussion with the sidewalk repair manager to find out how SDOT can connect with the craft aspect of that work.

How can the Design Commission help the SDOT Art Plan?

Mentioning the art plan and recognizing that the programs are linked.