



APPROVED MINUTES OF THE MEETING

Mike McGinn
Mayor

Diane Sugimura
Director, DPD

Marshall Foster
Planning Director, DPD

Julie Bassuk
Chair

Mary Fialko

Laurel Kunkler

Shannon Loew

Tom Nelson

Julie Parrett

Osama Quotah

Norie Sato

Donald Vehige

Debbie Wick-Harris

Valerie Kinast
Coordinator

Tom Iurino
Senior Staff

February 2, 2012

Convened 8:30am
Adjourned 4:00pm

Projects Reviewed

Jefferson Park Golf Course Facility Improvements
Bullitt Center PV Array
Alaskan Way Viaduct – South End and Portal (Landscape Concept)
Alaskan Way Viaduct – South End and Portal (Operations Building)

Commissioners Present

Julie Bassuk, Chair
Laurel Kunkler (from 11:15am-4:00pm)
Shannon Loew
Tom Nelson
Julie Parrett
Osama Quotah
Norie Sato
Donald Vehige

Commissioners Excused

Mary Fialko
Debbie Wick-Harris

Staff Present

Valerie Kinast
Tom Iurino



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February 2, 2012	Project:	Alaskan Way Viaduct – South End and Portal
	Phase:	Design Update
	Last Reviewed:	Oct 6, 2011; Jul 21, 2011; May 5, 2011; Mar 17, 2011; May 20, 2010; May 6, 2010; Mar 18, 2010; Feb 18, 2010; Jan 21, 2010; Oct 1, 2009; Jun 18, 2009; May 21, 2009
	Presenters:	Susan Everett, WSDOT Lesley Bain, Weinstein AU Lorcan French, WSDOT
	Attendees:	Ali Amiri, WSDOT Dave Peterson, WSDOT Diane Hilmo, WSDOT Kate Weiland, Weinstein AU Katey Bean, WSDOT Katie Zemtseff, Daily Journal of Commerce Lorcan French, WSDOT Mike Johnson, SDOT Norm Schwab, Council Central Staff Ross Wildman, Masonry Institute of Washington Susan Everett, WSDOT Terry Bulfin, Seattle Tunnel Partners Ann Herrick, HNTB

Time: 1:00pm-2:30pm

Summary of Project Presentation

The WSDOT design team presented its updated landscape concept for the South Portal area. The concept took its cues from the Olympic Sculpture Park at the north end of the waterfront. The concept relied on the use of five landscape typologies – urban boulevard, grassy wedge, urban streetscape, northwest native and forecourt triangle – to design the spaces in the portal area’s public realm. The overall challenge with the design was to make the lid look lush and to scale the design so that it was appropriate to its context. The team presented landscape sections as well as sections along the city-side trail. The team envisioned: the highway corridor was a boulevard, with large landscape planted at the interior; a grassy wedge framed the 16’ wide city-side trail; a mid block connection through the WOSCA site would connect to the trail; and views from the trail to the portal operations building and Bemis building would be unobstructed.

ACTION

The Design Commission thanked the design team for its presentation of Alaskan Way Viaduct – South End and Portal (Landscape Concept). The commission thought the landscape concept and the landscape typologies were going in the right direction. By a vote of 7-1, the commission approved the direction of the landscape concept, with the following comments:

- **Develop immediately a plan and design for the stormwater infrastructure; it should have been already incorporated. Delaying integration of stormwater infrastructure would lamentably lead to missed opportunities, especially for a project of this size and visibility.**

- Share the plans and coordinate with the waterfront team and the waterfront committee. The plan could inform the waterfront's strategic plan and help set its priorities. Some of the elements from the plan could be the "early wins" the waterfront needs.
- Study the East-West views and the programming opportunities on First Ave. and the cityside trail; use both to inform the design. Consider how to open up east-west views between First Avenue, the city-side trail and the water. Explore areas where the view may be made accessible.
- Study the views from the trail to the operations building, especially from a distance; the trees on the triangle may obscure it. Strengthen the design of the triangles; they could be fantastic. Consider the triangles as sloped spaces or "telescoped" spaces that relate to each other. They could be places for stormwater infrastructure. Do not place objects in the triangles that will interrupt views to the operations building. Consider planting schemes as these areas will not be well maintained; rough grasses may become trash collectors.
- Consider adding custom design elements into the vertical structures, such as the east facing side of the northbound off-ramp to highlight important spaces and add more vibrancy.
- Blur the line where the northwest native and urban boulevard typologies meet. Create more "slippage" between them. Show tree species and calipers. Use multi-aged trees.
- Develop the character of the Dearborn intersection so that it is more like an urban intersection and less like a highway interchange. It should also be distinct from I-5. Show perspectives from the pedestrian point of view at the interchange.
- Study sound metrics, and use as a basis in the development of the design. This will also help with the sale and redevelopment of the WOSCA properties.
- Bring down the stem walls on the canyons. Use less concrete; consider wire or other material that reduces the apparent height and mass of the wall.
- Differentiate the use of large conifers in this area with that of the I-5 "entry" into the city. Treat them differently or use different species..

Commissioner Kunkler voted no because the Dearborn intersection was not designed as an urban intersection and there was no clear, well thought out plan for stormwater treatment facilities or low impact development features.