



APPROVED

MINUTES OF THE MEETING

April 3, 2008

**Seattle
Design
Commission**

Convened: 8:30am
Adjourned: 4:30pm

Greg Nickels
Mayor

Karen Kiest
Chair

Tasha Atchison

Brendan Connolly

John Hoffman

Mary Johnston

Juanita LaFond

Dennis Ryan

Norie Sato

Darrell Vange

Darby Watson

Guillermo Romano
Executive Director

Valerie Kinast
Coordinator

Projects Reviewed

Block 101 Alley Vacation
Seattle Center Century 21 Master Plan
Seattle Center Broad Street Green
Alaskan Way Viaduct – South End
Alki Statue of Liberty
Myrtle Reservoir Park

Design Commissioners Present

Karen Kiest, Chair
Brendan Connolly
John Hoffman
Mary Johnston
Juanita LaFond
Dennis Ryan
Norie Sato
Darrell Vange
Darby Watson

Staff Present

Guillermo Romano
Valerie Kinast
Tom Iurino
Ian Macek



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3 April 2008 Project: Block 101 Alley Vacation

Phase: Alley Vacation, Step One

Last Reviews:

Presenters: Mike Scott, Callison

Attendees: Beverly Barnett, SDOT
Rachel Ben-Schmuel, Vulcan
Sharon Coleman, Vulcan
Chris Freise, Vulcan
Lori Jay, Callison
Scott Kemp, DPD
Michael Medina, Callison
Sandra Melo, Fauntleroy
John Schoetter, Amazon

Time: 1.0 hours

(SR 170/RS0606)

ACTION

The Design Commission thanks the team for their presentation on the alley vacation petition for Block 101, the first step of the two step alley vacation process.

The commission finds the proposed vacation justified based on our assessment of existing urban design conditions including:

- **The alley is not part of an inter-connected network.**
- **The alley's function has always been somewhat compromised by the significant topographic conditions, driving most service access to the main streets.**
- **The scale of future development can be appropriately modulated to maintain the overall urban form through retention of part of the alley, the Terry Avenue Building, and the Bio-Rad building and site.**
- **The significant large-grid streets – Terry, Boren, Harrison and Thomas) are retained and can be strengthened in their overall qualities and functions within the South Lake Union area.**
- **The sun, light and air qualities provided by the alley can be retained by preserving part of the alley, the Terry Avenue Building, and introducing new ground level open space in the overall block.**

The Commission recommends that the proposed vacation of the site with a vote of 9-1, and offers the following comments:

- **Open space created in proposed design is primarily a movement space. Would like to see more attention paid to the activities and animating the space, with particular attention paid to Boren. It's an open space, but doesn't feel inviting.**
- **Explore the microclimatic conditions of Terry Ave entry and potential use of the Terry Ave Building roof.**
- **Appreciate and support Terry Avenue Building preservation.**

- Resolve landscaping issues under the skybridge between the north and south buildings. Propose a landscape system that will endure the conditions of being under a skybridge structure.
- Encourage clarifying whether the terrace spaces are two separate entities, or one large one.
- Demonstrate the public benefits on Harrison and Thomas as well as on Terry and Boren. Explore the north line of the project and its relation to the west.
- Resolve access and function of the new partial alley and how it meets Thomas.
- Study Public Benefit alternatives different than the mid-block through connection used in the other schemes.
- Provide smooth transition along the curb on Terry Ave next to the Bio-Rad building.
- Ensure viability of alley function configuration in the possible future development of Bio-Rad building
- Encourage enhancing the landscape quality of perimeter streets.
- Explore the soft space and how the landscape works with the sun availability.
- Ensure the hill climb is comfortable and welcoming.
- Show project in relationship to the building to the west.
- Pay equal attention to the north/south connections.
- Appreciate maintaining the view corridor along Harrison.
- Appreciate the preservation of the Terry Av Building but encourage a bolder use of its roof and integration as a public space.

Note: Dissenting vote based on unclearness about the way in which this and other mid-block pedestrian connections make sense, from an urban design perspective, as part of a cohesive pedestrian network that will serve the surrounding area as well as the tenant of this development now and in the future.

Proponent's Presentation

Project Background

The team is requesting a partial alley vacation for the segment between Terry and Boren Avenues and Thomas and Harrison Streets. The alley is currently being used for parking as service is done off Terry. There are also no alley connections to the north or south.

With no vacation the site will be developed with the buildings side by side with the alley between. The Terry Avenue Building would not be reused.

A partial alley vacation retains the Terry Avenue Building, utilizes development rights by creating an “L” shaped building, and provides better solar opportunities. The north and south buildings will be connected with a skybridge, which does not cross



Figure 1: Aerial of site

right-of-way. There is a 20ft elevation change across the site and the project will create an accessible link from the streetcar line on Terry to Boren Ave.

The alley terminates with a hammerhead turnaround and will accommodate two way travel. The team has approval from SDOT on detail and technical aspects of alley. The alley will not be an “L” due to pedestrian nature of Terry Ave. Parking is below grade and a garage and service will be accessed from Harrison St on the north. The partial alley off Thomas St will be used to facilitate service to the Bio-Rad building and 65 parking stalls under the south building of the new design.

The architecture is in Schematic Design and is looking at a vernacular style appropriate to the place and tenant in addition to fitting with the history of both. Variety is created at the base of the building, which includes some retail. The façade will likely be brick at the base and a different treatment at the south building, and will introduce elements that will have a quasi-industrial feel. The 15 ft. setback of the south building from Thomas St. will maintain the view corridor to Seattle Center and the Space Needle. The site will also incorporate the historic Terry Avenue Building into the design.

The Boren Street entrance to the hill climb provides the entry to both building lobbies and includes a landscape buffer to the street. The back of the Terry Avenue Building will be maintained and may be used for retail activity. A section of the roof will be green. The Terry Ave entrance will provide a rain garden and green wall along the Bio-Rad building as well as access to the elevator with stops at all three terrace levels.

The project is part of an emerging pattern of open space and linkages in the three block area that the Design Commission has seen.

Public Comments

Beverly Barnett (SDOT)

- The partial alley vacation has been examined to see if it is feasible, and the hammerhead design is consistent with the street improvement manual.
- The street vacation policy states if you preserve a site with historic significance, it is an element of the public benefit.
- The challenge of the project is that it is not a straight line between Terry and Boren, but the elevation changes.

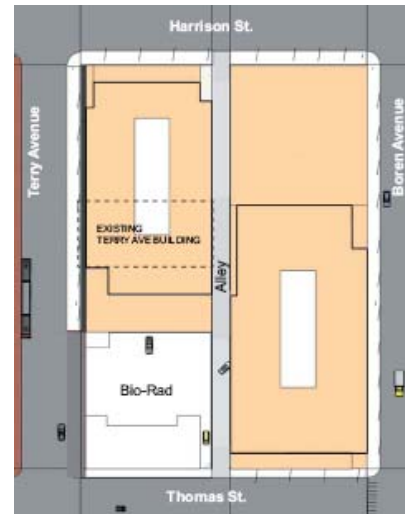


Figure 2: No Alley Vacation



Figure 3: With Alley Vacation

- The skybridge connecting the north and south buildings is a challenge in activating the terraces and making them public.

Scott Kemp (DPD)

- The project is going through Design Review. Some direction on the character of the landscape for design review is appreciated.

Commissioners' Comments

- Focus specifically on urban design merits of partial alley vacation.
- The city policy is to maintain alleys where they can. The policy has more meaning when there is a network of alleys. With no connection to the north or south there is not a great loss to the public if the alley is removed.
- Class II Pedestrian streets to the north and south of the project on Harrison and Thomas, but the design attention is put on the pedestrian thoroughway.
- Seem to be creating many mid-block pedestrian through ways. The mid block connections do not connect to one another. It would be nice to know how they impact the street.
- With the streetcar stop located across the street are we encouraging people to cross mid-block?
 - Terry is intended to have a pedestrian nature; it is ok for people to go where they will. On Boren, it is a larger question.
- Is this space going to be primarily pass-through, or a place of seating?
- Open space created is primarily transit space, people go through it, not linger.
- Agree that the Boren entrance does not have a public feeling, or is inviting.
 - Skybridge is 60 ft. above the sidewalk.
- North/south corridor is never addressed.
- What are east/west pedestrian volumes on streets?
- Sidewalks on north elevation seem skimpy.
- Number of vehicles would increase using alleyway from Thomas?
 - 65 cars to the underground parking as well as access to Bio-Rad parking.
- Appreciate using alley to access parking.
- Bio-Rad continues to load off Terry?
 - Yes, daily. Also have a door that is accessed off the alley.
- Concerns with traffic circulation where the ramp meets the alley and increased traffic due to parking access.
- How perceptible are the sightlines at ground level?
- It is unclear how the plaza will feel with sunlight and breezes.
- All of the lower terrace green space is on the south side in the shadow lines.
- Two separate plazas have been created and they need to either be pushed together or pulled apart
- Roof of Terry Ave Building will be the sunniest space in the whole complex, would be nice if could be used by people.
- Most attractive space is the top of Terry Ave Building, and support analyzing weight constraints of roof.
- Circulation of 20-30ft swath. Needs more greenery.

- Upper level deceptive, trees do not grow under buildings. Area on Boren needs to feel more public.
- Harrison and Thomas, particularly Harrison, need to be presented and developed further.
- Encourage creative interpretation of guidelines concerning parking; the zig-zag is not very functional.
- Who will pay more attention to sidewalk environment? DRB or DC.
- The DC has a stake in the plaza and perimeter streets as part of public benefits.
- Would appreciate extending streetscape to including Bio-Rad corner.
- Disagree, Bio-Rad is own piece of history. Landscape should respond and provide a transition.
- Not clear why one would experience this space.
- Ask SDOT to ensure that alley configuration also accommodates future development possibilities.
- Hard to make decision for the future without understanding the entire network.
- Setting precedent to put east west thoroughways at mid block.
- Harrison Street does need more consideration: interior alley with traffic volumes.
- Continuity of alleys in system, in this instance it has been lost.
- Internal connection should be more public.
- West and east halves have a different feel. Celebrate this instead of making them the same.
- Boren entrance may not seem public, but is a big design gesture. Better to try it and do it than not at all.
- Look to landmarks board to make decision on the Terry Avenue Building, but appreciate decision to keep building.
- What is the pedestrian flow among Amazon buildings?
 - Between meeting areas and food service

3 April 2008 Project: Seattle Center Century 21 Master Plan

Phase: Briefing

Last Reviews: 1/18/2007, 4/5/2007, 5/17/2007

Presenters: Lesley Bain, Weinstein AU
Jill Crary, Seattle Center
Layne Cubell, Seattle Center
Dennis Forsyth, SRG Partnership

Attendees: Sara Belz, Council Central Staff
Kenichi Nakano, Nakano Associates
Jason Oliveira, Weinstein AU
Janet Oscherwitz, DOF
Bonnie Pendergrass, Seattle Center
Amy Williams, DOF

Time: 1.0 hours

(SR 169/RS0611)

SUMMARY

Thank you for the update on the Century 21 Master Plan.

- **Applaud the communication efforts shown.**
- **Applaud the extent of the vision, as the plan covers many new issues and features from transportation, to construction, to sustainability.**
- **Applaud the depth of the vision, including the outreach and involvement of various community groups.**
- **Appreciate the three big moves: the renovation of Center House, Memorial Stadium and placing parking at the interior of the site, and increasing the total amount of green open space.**
- **Encourage big art and big bold architecture.**
- **Appreciate fact that fiscal implications are being attended to**
- **Appreciate the \$676 million in public/private investment, and how it was put into context of the \$700 million 1990-2008 investments. Realize it is part of creating and revitalizing the Seattle Center.**
- **Appreciate engagement of people at grade, and the number of levels just within Center House.**
- **Suggest the pedestrian network does not need to be defined by the grid. Study different network of connections in a more fluid-organic way.**
- **Hope to see more connections to the neighborhood and glad to see the proposal to connect the Pacific Science Center to Denny.**
- **Defining permeability through the portals. Would like to see a relationship between the transportation connections, portals, and pedestrian network. Portal design should go further than just the boundaries of the Seattle Center, and suggest working with City Design in the design of the public right-of-way.**
- **Encourage planning for visitors who will arrive to the Center by bicycle along with the other noted ways of getting there—car, streetcar, bus—and**

encourage looking to the Bike Master Plan for ideas on how to welcome and accommodate bike traffic to and through the Center.

- Encourage defining August Wilson Way as a meandering not linear only path and its importance as a through way across the Seattle Center campus
- Suggest redefining other street designations on campus, such as Thomas Street or Harrison, as additional pedestrian routes.
- Support a 2010 levy measure
- Appreciate ongoing negotiations and working toward an agreement with the school district.
- Recognize the opportunity that lies in the fun forest lease expiration in 2009
- Recognize that the Sonics move is keeping things in limbo, and may affect revitalization of the Key Arena area.
- Look forward to City Council approval of the Plan this summer.
- Suggest a landscape management plan that could be completed even before a levy to guide improvements.
- Recognize that the Theater Commons construction must be started by 2010.
- Suggest looking for other constituents to carry on the implementation of the Master Plan through the development of an action program or an action plan for decisions.
- Will follow with interest the upcoming projects on the campus like the skate park, Mercer Arena / Opera project and Broad Street Green Phase I.

Proponent's Presentation

Project Background

The Design Commission followed the development of the Seattle Center Long Term Investment Program, which led to the current Master Plan effort and was briefed last May on the four draft alternatives that were studied in an EIS. The draft EIS was completed in early January and a final EIS will be issued early this summer.

Elements identified in a Council resolution last summer have been completed, and the team recently released the final Century 21 Master Plan. The Master Plan takes a comprehensive look at the 74-acre campus and will create more active open spaces and employ sustainable features. Financial analysis has been done and capital costs for the entire master plan are estimated to be \$676 million including both private and public investment. Seattle Center net operating revenue would be over

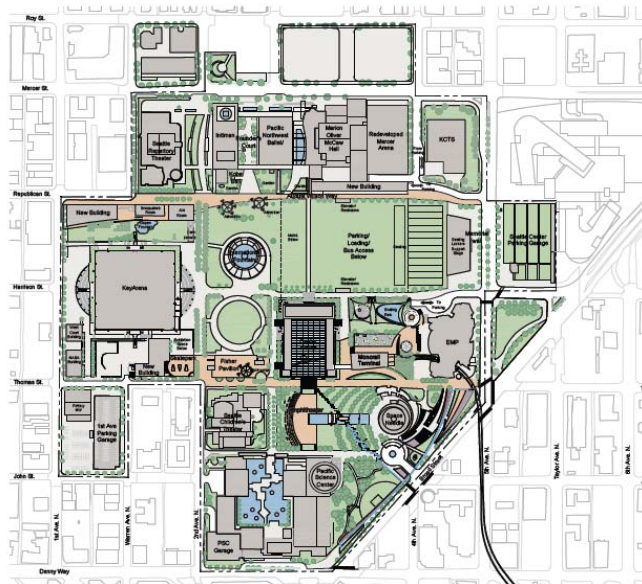


Figure 4: Seattle Center Century 21 Master Plan

\$1million/year. Since the last Master Planning effort in 1990, public and private investment in Seattle Center has totalled over \$700 million.

The Plan proposes that Center House should be the centerpiece of the site. The proposal creates a building that is very open. The south side can be opened up in the summer and become indoor/outdoor space. The food concessions will be improved and provide indoor and outdoor seating along the edges. The roof will offer 360 degree views of the city and will offer a new restaurant and public promenade. The old “bubbleator” from the World’s Fair will be brought back and will take you to the walkway on the roof. Each of the levels that come to grade will be opened up to the outside. The Children’s Museum can be relocated to the first floor and upper levels to activate that space and become more visible. A new public stage with raked seating will also help activate the main level.

The Memorial Stadium site will become a shared-use field and amphitheatre. Also, it can serve as a multi-modal transportation center, connecting buses, the potential streetcar, delivery trucks, bicycles, pedestrians and vehicles. The Master Plan’s grand scheme is to remove the Mercer Garage and put the replacement parking under the Memorial Stadium lid. Above the parking would be an artificial field running N/S along with an expanse of green lawn that can be used by the school district seasonally and as an amphitheater by Seattle Center in the summer. The area could seat up to 20,000 people on the green and in seats.

Mercer Garage could then be sold off and redeveloped to bring street life to the area and enliven the Theater District. The streetcar expansion will likely run down Mercer which will change the feeling of that street. Mercer Arena has been recently leased by the Opera who have plans to renovate it. The south end of the Theater District is also being looked at, and plans include enlivening the space along August Wilson Way as the primary new E/W pedestrian path.

The northwest corner of Seattle Center will be opened up to the neighborhood with a new building that replaces the Upper Northwest Rooms with retail along the north side, meeting rooms on the south and a newly-graded entry portal into the campus.

The KeyArena area will see improvements to the south that support its use as an event facility. The main concourse of Key Arena is currently one level below grade, so expanded exhibition space underground can help to activate the entire concourse of the arena. An at-grade lobby and conference rooms can be built near the 2nd/Thomas intersection next to the new skatepark. There is potential to renovate other buildings along 1st Avenue, currently leased by the Sonics if they were to leave.

Open space improvements will be most visibly realized with the removal of the Fun Forest at the end of 2009. Expanding the lawn of Broad Street Green to incorporate underutilized areas around the Space Needle for use as botanical terraces and gardenlike park spaces is one element. In addition, expanded outdoor performance space with a new reflecting pool will be located south of Center House. And finally, a more concentrated,

vibrant and up-to-date play area will be located between the EMP and Center House. Integration of programming and linkages between the open spaces will be important.

Sustainability goals are ambitious and will be met through green building technology and energy conservation measures, as well as ecological systems. The really big idea is to create an entire campus from the ground up that can be sustainable.

Circulation and pedestrian connections are important. New portals and pedestrian safety improvements are envisioned for key intersections, such as 2nd/Thomas and 5th/Harrison. The plan encourages the Science Center opening up to Denny and a new front entry for Seattle Center on Broad Street Green. When complete, the Plan will return 10 acres to public open space, This will be done through reclaiming 1 acre at the Theater Commons, 4 acres at the Memorial Stadium lawn, and 5 acres with the redeveloped Fun Forest.

The next steps include working with Council to pass the Master Plan in early summer 2008. Negotiations with the school district will continue. The Fun Forest lease expires at the end of 2009, so there needs to be a plan in place to begin work there in 2010. Milestones concerning the future of the Sonics will happen later this year, and those will determine how we progress with implementing the plan in that area of the campus.

Public Comments

- What will the Center House look like when doors are closed? Seems like it would be very cold in the winter.
 - Doors would be glass and would be able to open and close.
- Is there a creek at Seattle Center?
 - Not aware of any creek in the area. Sustainability measures for the open space might include raingardens and swales.
- How will people get from parking under Memorial Stadium to the center of the Center?
 - Connections to the surface will be made through stair/elevator buildings at both the south and north of Memorial lawn, near Center House and McCaw Hall. Fundamental change in how one accesses the center. Brings parking to the middle where it is needed and people into the center of the campus.
- If Mercer Garage is sold, parking should be retained in any new development.

Commissioners' Comments

- Can you explain the grade change at the Northwest corner? Thought the grade of the west part of Seattle Center by the Northwest Rooms could not be changed due to the existing north tunnel.
 - People would be moved into space in other buildings and the tunnel would be deactivated. It currently has leakage problems.
- Will the Dupen fountain remain?
 - The Dupen fountain would remain and with the north tunnel gone, there would be easier access all around it.
-

- Is any of the old Center House left?
 - The original structure will be retained for the most part, and the historic character from the outside will be kept, especially on the north side. The building is a local landmark and specific features have been designated.
- Are the structural components kept?
 - Yes. The plan envisions a complete renovation of Center House with sustainability in mind. A well crafted renovation that opens it up and brings in more daylight and public activity is the best use.
- Who did programming assessment?
 - SC did when getting ready for EIS, along with our design consultants.
- Facilities planning is fantastic, but open space moves have been lost. Especially permeability and only providing rectilinear connections. Hopefully open space connections can be developed more.
 - SC will be developing a landscape management plan and will design each area in more detail, as funds are made available.
- Hope to see more informal use by community. How can this serve the everyday visitor?
- Consider a greater hierarchy of portals and how they relate to the SC.
- Where can streetcar stops be located?
 - Actively working with SDOT on streetcar locations.
- Missing bicycle transportation in the plan. There are many nearby bike loop routes. Encourage looking at the bike master plan and incorporating that system.
- Communication efforts and materials work well.
- Many unresolved elements, but structural bones are clear. Programming considers both pedestrian needs and topography.
- How far up does Mercer become two-way?
 - SDOT's current plans stop at 9th Avenue in SLU. Future plans at Seattle Center are uncertain, but we continue to work with SDOT.
- Where will streetcar go ? It should go along August Wilson Way.
 - SDOT's proposed red line will run from the East along Harrison to Fifth Ave. N. then along Mercer. Potential stop for Seattle Center at the stadium.
- Timeline of projects?
 - Theater Commons is moving forward, construction must be started by 2010 due to funding constraints.
- Encourage play area materials that aren't age specific.
- West side may need to be reevaluated. Currently houses Sonics service providers and may be an area that can be redeveloped.
- The roof-top walkway on Center House can overlook amphitheater piece.
- Fun Forest is a critical open space.
- Will Seattle Center be moving forward on a plan that focuses on other areas? (not sure what this means)
- Center House is too important of a piece, so give more consideration to daylighting, thermal systems and green building mechanics.

- The new building adjacent to the Memorial lawn could play an important role in terms of sustainability.
 - 1st floor has concessions and restrooms. Above it is replacement of program space that is being removed in other parts of the campus. It also serves as noise mitigation for the new amphitheater and as a visual screen for McCaw Hall's loading dock.
- Will the new building be permeable? Seems like it acts as a wall.
 - It is needed for screening purposes to a certain height, but what it evolves into is still in discussion.
- Opportunity for a major art move that can be big. Architecture moves are also important. Bring in architecture that is forward thinking, taking lead from EMP.
- Appreciate the strong leverage and focus on sustainable features but need some strong drivers when it comes to access and circulation due to the number of elements on site. Plea to City Design to look at the connections from the larger city to Seattle Center.
- As the plan moves forward, need to identify a way for other stakeholders and private funders who can move pieces forward to engage with SC.
- Encourage team to build up the ground plane. And not strictly adhere to street grid.
 - The new master plan moves away from holding the street grid as an identifier. Campus connections and wayfinding remain a challenge.
- Encouraged by school district discussions and efforts to remove their surface parking area.
- Seattle Center should be a proponent of connections across Aurora; otherwise portals may not be successful.
 - Will continue to work with SDOT on larger transportation plans for surrounding neighborhoods.

3 April 2008 Project: Seattle Center Broad Street Green

Phase: Design Development

Last Reviews: 11/01/2007

Presenters: Lesley Bain, Weinstein AU
Jill Crary, Seattle Center
Bonnie Pendergrass, Seattle Center

Attendees: Sara Belz, Council Central Staff
Layne Cubell, Seattle Center
Kenichi Nakano, Nakano Associates
Jason Oliveria, Weinstein A/U
Janet Oscherwitz, DOF
Amy Williams, DOF

Time: 1.0 hours

(SR 169/RS0611)

ACTION

Unanimously approve design development with the following comments:

- **Encourage carrying Phase I into the grassy area east of the new sidewalk by the Space Needle to enhance the readability of the entrance onto campus and the design concept of the low wall.**
- **Acknowledge cost constraints have limited materials.**
- **Encourage landscape design that maintains the red plant material color across the seasons.**
- **Encourage the team to use textured concrete in an abstract way.**
- **Look at the sign between the Broad Street Green and Pacific Science Center at the end of the low wall, new the rain garden and how future redesigns or replacement of the sign fits with this and other planning and design work on campus entries.**
- **Appreciate continued coordination with other campus lighting plants and neighborhood “blue light” schemes. Counterbalance Park will have same lighting elements to reference soon.**
- **Appreciate simplicity of design.**
- **Encourage inclusion of low-cost, high aesthetic impact landscaping improvements (like mulch) to enhance appearance of sidewalk and street trees on Broad Street in light of SDOT’s non-activity on making sidewalk improvements yet.**

Proponent’s Presentation

Project Background

Broad Street Green is laying the foundation for key elements of the Master Plan. Phase I will focus on the area south and east of the Space Needle turnaround, and addresses long term drainage. The project includes a rain garden and incorporates elements for future rainwater management in subsequent development. The team is currently preparing

construction documents, and plan to go to bid this summer to start construction after Bumbershoot.

A main objective is to recreate the entry into campus. The project will use existing crosswalks and a low seating wall to channel people into one of three campus entrances. This will discourage jaywalking along Broad Street. The low seating wall will be located along Broad Street and is reminiscent of the one located near McCaw Hall. The lawn level will be raised behind the wall to encourage better drainage so rainwater can flow into the rain garden at the southern part of the project. The seating wall will have a rill made of aggregate along the edge. To increase safety and wayfinding, the wall will have a light glow from an LED blue rope light that won't compete with other features. The landscape gardens will draw on the colors of the EMP and Mural.

Phase II is only in 30% design, but the team will continue the sweep created in Phase I.

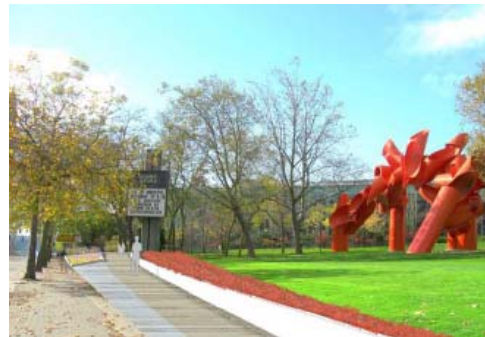


Figure 5: Rendering of Phase I



Figure 6: Broad Street Green

Commissioners' Comments

- Materials have been downgraded, but the design has remained.
- Does the wall change as it turns to enter the campus?
 - The wall changes color and shape at the turn around corner.
- Could it be carried just a bit further to the green area by the turnaround? Seems left out.
 - Trying to decide where to end Phase I. Can look at it as alternate as the budget allows.
- Will the color of vegetation be only during one time of the year?
 - It will have seasonal color throughout the year.
- How will textured concrete be used?
 - A strong texture will be used perpendicular to the wall and will be board form or heavy rake.
- Encourage the team to make it a real thing.
- Is the west ending point of the wall the sign?
 - Have plans to replace the reader board with a digital one and will then consider this area.
- Parts of Mercer are slated to include blue lights as well.
- Appreciate simplicity and keeping in budget.
- Will anything be done along the sidewalk?
 - Not in the project budget and SDOT does not have plans at this point.
- May want to do something such as putting mulch down.

- Appreciate continuity of theme.
- Will stage float in as needed?
 - o Talking with event coordinators to see what is needed.

3 April 2008

Project: Commission Business

Time: 0.5 hours

Action Items

- A. March 20, 2008 Minutes
 - Motion by Commissioner Sato, unanimous approval
- B. Submit Timesheets

Discussion Items

- C. 40th Anniversary Planning
- D. Recruitment
- E. Civic Square meeting in June

3 April 2008 **Project:** Alaskan Way Viaduct – South End

Phase: Design Development

Last Reviews: 10/04/2007, 12/20/2007

Presenters: Ali Amiri, Washington DOT
Boris Dramov, ROMA Design Group
Bonnie Fisher, ROMA Design Group
Mike Johnson, SDOT

Attendees: Scott Carlson, EnviroIssues
Paul Kinderman, Washington DOT
Harold Miller, Jacobs Associates

Time: 1.0 hours

(SR 228/RS0615)

ACTION

The Commission thanks the team for their presentation and impressive set of materials, and unanimously approves design development with the following comments:

- **Appreciate the clarity and level of detail in materials.**
- **Recommend the team identifies the seating area audience early in the design process to determine spacing and type of seating.**
- **Incorporate bike refuge in seating and pausing areas.**
- **Consider fewer resting spots and make those that remain extra special.**
- **Design seating areas to accommodate seating and discourage camping.**
- **Use design variability in seating areas to incorporate and locate art.**
- **Commend the addition of bike paths on either side of U-Tube.**
- **Strongly encourage inclusion of art. Encourage early involvement of an artist.**
- **The Commission supports relocating utilities on the east side of Alaskan Way to allow a planting strip for trail and street trees.**
- **Look for opportunities for sustainable design measures in landscape and drainage.**
- **Strongly appreciate quality of design and specifically the materials and hope they survive the budget process.**
- **Encourage bold landscape design to meet your intent by having less variety in plant material.**
- **Encourage team to take lead on fence design along the Port side and tail track should it be required.**
- **Consider using the pedestrian/bike path bridges to introduce some subtle variability.**
- **Encourage the use of different textures or materials on trail areas that have a distinctive use.**
- **Encourage the consideration of adjacent uses and the trails relation to buildings, and to incorporate view and contextual opportunities.**

Proponent's Presentation

Project Background

The Streetscape Design Report offers prototypical pieces of design elements to get Design Commission review and input early. Once the plan is finalized, it will be applied to the area as a whole. The team will return with 60% design and show the application of the design elements to the area.

The report focus is on the S. Atlantic to S. King corridor streetscape, and includes the following aspects from earlier design:

- Create more linkages
- Incorporate north-south greenways
- Reduce leftover open space

The report includes treatments for the walls of the elevated portion of SR-99, the treatment of the median between the ferry holding and the northbound Alaskan Way and the sidewalk on the opposite side, the treatment of the two cross-streets within the project area, and the pedestrian/bikeway crossings on the Port and City side of the U-Tube. The Port side of the corridor is more constrained, located next to the tail track and is 22 ft wide. The City side is larger, ranging from 31-35 ft.

The City side will have a double row of trees in groups of four, then a break. The breaks in the trees are meant as resting areas and will be every 150 feet. Within the break area will be the pedestrian lights and a marker that may be part of an art or interpretive program. The design doesn't use a standard city light fixture. The team is looking at granite block benches, which are rugged and fit with the area, but the majority of the surface is black asphalt. There will be pedestrian barriers near the ferry holding. Sub drainage, continuous landscape corridors for trees and creating better growing environments are all being looked at to create a suitable agricultural area. Larger trees will be able to be planted on the city side and a diversity of plant materials will be used along the route. High voltage lines may affect what is planted on part of the route. Bollards may be used instead.

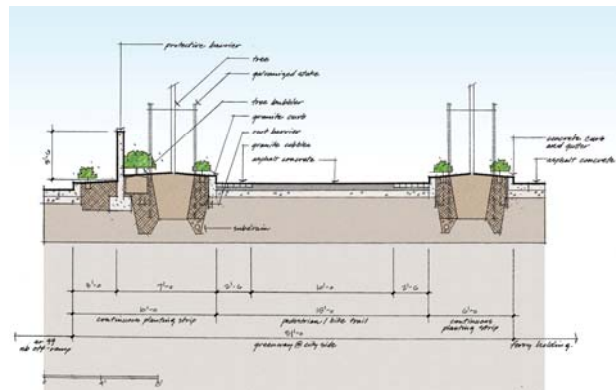


Figure 7: City-Side Greenway Detail

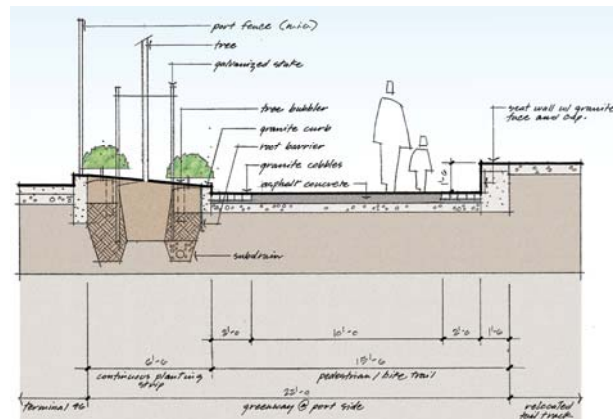


Figure 8: Port-Side Greenway Detail

The Port side has high tension wires that limits the height of anything put below. The trail will be at a lower grade to prevent

wandering into the tail track. The project assumes that a Port fence will be installed. Trees will be in a single row along the water, and the trail will incorporate similar pedestrian amenities as on the City side. S. Atlantic and Royal Brougham Streets will have the same street tree the city already uses. They will be planted in a parkway strip.

The streetscape elements also describe the pedestrian/bike bridges over the U-Tube. On the Port side they are bridges, but on City side they are girders to keep continuity of the pedestrian experience. The underside of the main line will be enclosed with pre-cast concrete panels to eliminate undesirable spaces.

Paul Kinderman, WSDOT Bridge Architect, discussed WSDOT policy with respect to art. The state constitution prohibits gas tax funds be used for art in transportation projects.

Commissioners' Comments

- Appreciate the attention to the pedestrian experience in this part of town
- This is a ground level plan; do you have an image of how it relates to above?
 - Not worked out yet. There are some grade implications.
- What agency is going to maintain this?
 - Surface roads and trails will be SDOT, but haven't had the discussion yet.
- How does ferry holding work?
 - Ferry users will go into this area and get a boarding pass. It will only be used during high volume times.
- Basically creating template for bike and pedestrian trails for the rest of the waterfront. Have you speculated what might happen to the north?
 - Entire waterfront corridor needs to speak to both the city and the neighborhoods. Needs to be continuous but also flexible and a combination of through movement or local access.
- How will signage be integrated?
 - Not yet addressed.
- Nodes – there is no place to put my bike. Granite is too hard. Pick fewer spots and make them accessible to a variety of users.
 - Good point.
- Good to see you incorporated the bike trail on both sides of the western segment of the U-tube. We encourage you keep this feature since it improves safety..
 - Will do.
- Seating areas or campground for transients?
- ADA requirement for seating?
- The walls may be a good opportunity to incorporate art.
- Make seating areas not uniform. Markers should not be art program.
 - State can't spend money on art because it's funded through the gas tax. City is encouraging it though.
- Support move in utilities to accommodate trees on east side.
- Like quality of materials
- Look for green infrastructure.

- Stick to quality but you can lighten up a little. Could have more variety. Need diversity along marks.
- Glad you consulted with Shane Dewald. Make sure that is what you want to do.
- Rethink tree choice next to the Port; it is not the best location for “Eddies White Wonder” Dogwood.
- Glad to see use of wood. Adds variety. Maybe make bridges different wood that way as different bridges are built in future, can be added.
- Vacuum of empowerment for art
 - Create opportunity for episodic continuity.
- Need artist involved to see at very high level.
- Need language of guardrails and other things – to recommend to Port. Etc. So they can “class up” its act.
- What happens to shaded light green spaces?
 - Those are special places we need to look into.
- Was the channelization of southbound Alaskan Way modeled?
 - Yes.
- The quality of design materials works great and should be kept.

3 April 2008

Project: Alki Statue of Liberty

Phase: Schematic Design

Last Reviews:

Presenters: Colleen Browne, Department of Parks and Recreation
Matt Hutchins, Cast Architecture

Attendees: Paul Carr, Co-Chair, Statue of Liberty Plaza Project
Libby Carr, Co-Chair, Statue of Liberty Plaza Project
Patrick Donohue, Department of Parks and Recreation
Christopher Ezzell, e workshop
Brian Hawksford, Councilmember Rasmussen's Office
Matt Hutchins, Cast Architecture
Dan Johnson, Department of Parks and Recreation
Jo Ofsthus, Alki Resident
Kurt Ofsthus, Ballard Resident
Jacqueline D. Tabor, Department of Parks and Recreation
Jack Tomkinson, Urban Sparks

Time: 1.0 hours

(SR 169/RS0605)

ACTION

The Commission thanks the team for their presentation and approves design development with a vote of 8-2, and offers the following comments:

- **Greatly appreciate the grassroots effort and community energy that has brought this project to its current point and recognize the significant budget and maintenance challenges it has and will continue to deal with.**
- **Recognize the pre-existing history and significance of this iconic element to the neighborhood and larger community.**
- **The pedestal skirt is romantic, but a potential tripping hazard. Recommend revising the design direction.**
- **The fragmented seat that faces the water is problematic and should be eliminated.**
- **A seat back on the bench elements would be utilized and appreciated.**
- **The nautilus geometry turning back to the east is not consistent with the gesture.**
- **The conflicting geometries of the radial and nautilus need resolution.**
- **Concern about lighting and night sky light pollution. LED lighting is a good choice concerning maintenance and cost. Discourage up-lighting, however urge care in the placement of lights to avoid being at eyelevel.**
- **Strongly caution the use of colored concrete and its issues with color and weathering over time.**
- **Concern over “pathways to nowhere” that lead into the grass. This could be a long-term maintenance issue for Parks.**
- **Suggest the dispersal of plantings or making the planting beds much smaller. Concern that the shrub beds could impede the flow of large events.**
- **Encourage plantings that don’t obscure views and add interest year-round.**

- Strongly suggest focusing energy and funding on pedestal design, as this is the strongest element of the design. Strongly support keep things simple and simplify other elements.
- While the Commission greatly appreciates the material palette, the inclusion of materials such as wood would help balance the space and humanize the overall quality of the design.
- Consider Department of Parks and Recreation maintenance concerns so the quality of the space could be preserved in the long term
- Concern over the use of sand set pavers and caution against it due to potential future vehicular access and maintenance.
- Encourage working with the Department of Parks and Recreation in an effort to respond to the comments listed and encourage a wider view to the scope and master plan of the statue.
- Greatly appreciate the energy and time.

Note: Dissenting votes based on the opinion that the design should be simpler.

Proponent's Presentation

Project Background

The Statue of Liberty has been located at Alki Beach for 50 years. During this time it has been a victim of vandalism due to its easily climbable base and lack of lighting. Maintenance has also been an issue and has been provided by the fundraising efforts of community members because the Parks and Recreation Department lacks the resources.

After the events of 9/11 the statue became a gathering place for the community and the team would like to commemorate this by completing the project by 9/11/08.

The proposal moves the statue off center, creating a space for both small and large gatherings rather than just an open site. The statue has been slightly rotated to create a relationship with access points. The statue will be surrounded by a 16" seat wall to help establish a boundary for the new space. The contributor bricks are tinted, pressed concrete and will be a light tan to match the pedestal. The rest of the plaza is colored concrete. The plaza itself will be surrounded by a ring of plantings. The choice of materials helps to discourage skateboarding at the site.

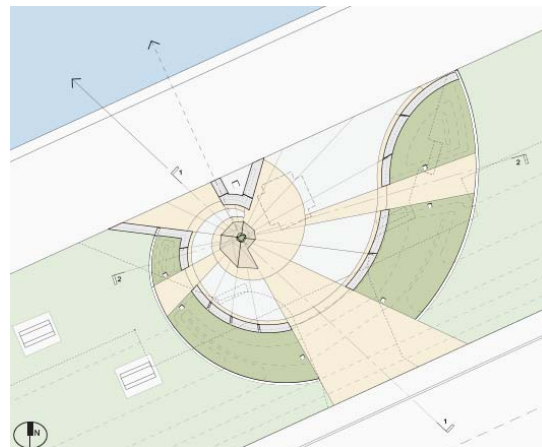


Figure 9: Site Plan

The pedestal of the statue emerges from a pool of contributor bricks. It will be more slender and one foot taller in the hopes of eliminating vandalism. A lantern at the base of the statue serves as a beacon, lights the plaza and creates the illusion that the statue is

floating at night. The team hopes the statue will be up-lit as well, but all lighting is subject to Park's approval.

Public Comments

- Fundraising history shows support for project.
- The statue is a symbol for the neighborhood and should not be rotated. It should look at the straits, not mountains. There is also a preference for wood benches over the proposed concrete ones. The concrete benches are too low and have no backs.
- Skateboarding is a concern.
- Salt water is a killer on plants.
- The skirt of pedestal sticks out, is very bulky, and would be a safety hazard.

Commissioners' Comments

- Is there a master plan for Alki Park?
- Need to be flexible on where the improvements are.
- The seat fragment should be removed, it interrupts the plaza.
- The seats should have backs.
- A little bit of wood would be good, it softens and humanizes the space.
- Concern about skirt.
- Invest in the pedestal, as it is an important element; do something with the keeping of the monument.
- The pedestal needs to be part of statue not plaza.
- Go with a fluted pedestal. Appreciates the metaphor of the statue growing out of the ground.
- Concerns about lighting – keep foot candles low to reduce glare,
- Be careful that the lighting doesn't block the view of the statue.
- Quality and look of pavers is important. Do not sand set them.
- Stronger support for the radiating plaza pieces rather than the nautilus.
- Make the plaza a little smaller plaza, and smaller seat walls.
- The spiral should extend into the boardwalk.
- Pay attention to the edges and how the spiral touches both asphalt and grass. May need to replant grass every year.
- The walkways to nowhere don't work well from an ADA or maintenance point of view.
- Be very careful with the concrete color choice and what happens over time.
- What do the plantings look like in winter?
- The planting beds are quite large. Do they serve as water filtration?
 - o No
- A dispersal of the plantings would be appreciated.
- Shrub beds are not necessary.
- Beds are too extensive, but good prelude to plaza.
- Simplify the scheme.

3 April 2008

Project: Myrtle Reservoir Park

Phase: Schematic Design

Last Reviews:

Presenters: Dan Johnson, Department of Parks and Recreation
Jim Yamaguchi, Nakano Associates

Attendees: Sandra Melo, Fauntleroy
Kenichi Nakano, Nakano Associates
John Potraiz, Citizen
Tracy Record, West Seattle Blog
Jacqueline D. Tabor, Department of Parks and Recreation
Jeffrey Ware, Citizen

Time: 1.0 hours

(SR 169/RS0605)

ACTION

The Commission thanks the team for their presentation and approves schematic design with a vote of 7-1 and offers the following comments:

- **Impressed to see your work with challenges of SPU.**
- **Support balance of uses for all ages, especially not leaving out 12-18 year olds**
- **If a skate park is located here, consider skate park sustainable innovations.**
- **Encourage incorporation of seating around play areas**
- **Support High Point character**
- **Encourage knitting SPU facilities into park pieces. Look at Royal Borough Sound Transit chain link art project.**
- **Encourage incorporating the service roads as part of the walking path network to allow more open green areas and views.**
- **Support a mix of groomed and wild landscape.**
- **Support more trees at the edges.**
- **Support potential fence removal.**
- **Encourage the design to include all site furniture that the park should have, even if budget doesn't currently allow, so that in the future private donations may satisfy needed installations. Encourage Parks to keep this in mind when private donations become available and look to the park design for seating placement.**
- **Encourage SPU to participate in the creation of this space, to reutilize the road and a new shelter.**
- **Attention to the integration of view point into the pathways to make a meeting place.**

Note: Dissenting vote based on the opinion that the design does not go far enough.

Proponent's Presentation

Project Background

Myrtle Reservoir Park is the highest point in Seattle, offering views of downtown and the mountains. The site varies in elevation, with some slopes greater than 20%, and has residential development on all sides. Seattle Public Utilities is finishing putting a lid on the reservoir that occupies the site. Once this is complete, park improvements can begin.

The project held a public meeting in 2007, and another is scheduled for May 1, 2008. Many comments were gathered at the first meeting that helped shape the park design including the desire for a passive park and informal play areas, reference to the water towers or features, and the exclusion of a skate park.

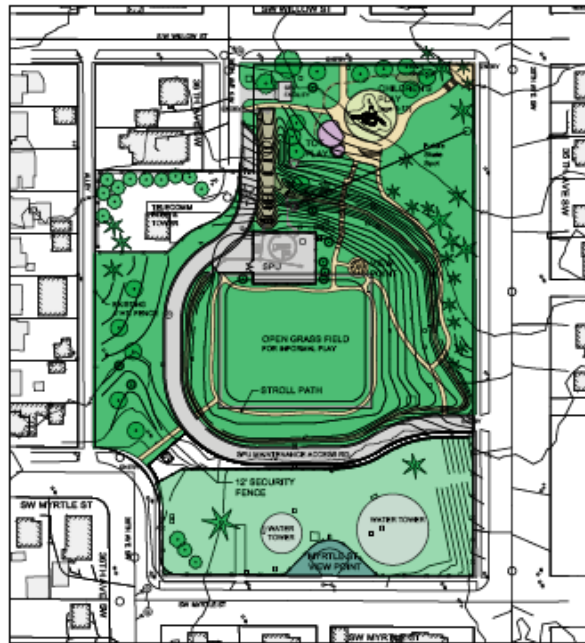


Figure 10: One of the Park Concept Plans

Two park design options were presented. Option A includes a skate park, which is separate from the rest of the park. Both options have a child's play area, viewpoint, plaza, and informal playfield. The skate park is currently not funded, and would require the removal of up to three trees. With either option, structures are not allowed on the lid. There is a total budget of \$670,000 for construction.

Public comments

- Myrtle Park is a stunning piece of property. Object to a 10-14,000 sq ft skate park, as this is the wrong location for it and makes the park trails unsafe. Skate park funds could be better used for other park features. A letter was submitted.

Commissioners' Comments

- Are there planting restrictions over lid?
 - 12-18 inches. No trees.
- With the restrictions of the lid, your plan is good.
- Public would like to see a balance of a park for people of all ages. Teenagers are often left out.
- There are innovations in the construction of skate parks that should be considered, whether it is put here or elsewhere.
- Seating around the play area could be built into a small wall as it is important to have a place to sit.
 - Furnishings not in the plan, but there will be seating.
- Will there be seats around the perimeter of the informal play area?
 - Yes.
- Design for as much furniture as park needs.

- Remove fencing on west side and anywhere else where it is unnecessary.
- Is the fencing around the SPU facilities erected by SPU?
 - Yes.
- Consider art add-on to fence, similar to Royal Brougham fence.
- Doesn't seem like you're at design development. The different greens are not defined.
 - We're at schematic design.
- SPU should be participating in creating this space.
- Work a little bit more to knit elements of the park together. The plans avoid the elements related to SPU. For example, the SPU access road can also be a walking path and incorporated into the loop. Create double uses for the spaces and make the most of the walks. In addition, not all of the walks are necessary; some can be made informal so kids can run up the hill.
- Access road could be two tire tracks.
- Install shelter near SPU facility to encourage year round use.
- Plant trees.
- Plantings at base of water tower could attract bird habitat.
- Hope to see project again.
- Likes viewpoint plan arc from A and B.