



## APPROVED MINUTES OF THE MEETING

**Ed Murray**  
Mayor

**Diane Sugimura**  
Director, DPD

**Marshall Foster**  
Planning Director, DPD

**Tom Nelson**, Chair

**Osama Quotah**, Vice Chair

**Bernie Alonzo**

**Brodie Bain**

**Megan Groth**

**Laurel Kunkler**

**Shannon Loew**

**Martin Regge**

**Ellen Sollod**

**Ross Tilghman**

**Michael Jenkins**  
Director

**Valerie Kinast**  
Coordinator

**Nicolas Welch**  
Planner

**Joan Nieman**  
Administrative Staff

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**January 23, 2014**

Convened 8:30 am

Adjourned 4:45 pm

### Projects Reviewed

SR 520 – West Approach Bridge North

Waterfront – Main Corridor North of Union St

Pike Place Market Waterfront Entrance Project

### Commissioners Present

Tom Nelson, Chair

Osama Quotah, Vice Chair

Bernie Alonzo

Megan Groth

Laurel Kunkler

Shannon Loew

Martin Regge

Ellen Sollod

Ross Tilghman

### Commissioners Excused

Brodie Bain

### Staff Present

Michael Jenkins

Valerie Kinast

Nicolas Welch

Joan Nieman



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<b>January 23, 2014</b>	<b>Project:</b>	<b>SR 520 – West Approach Bridge North (WABN)</b>	
<b>9:00 – 10:45 am</b>	<b>Phase:</b>	100% design	
	<b>Previous reviews:</b>	11/20/2012	
	<b>Presenters:</b>	Daniel Babuca	WSDOT
		Alan Hart	VIA Architecture
		Brian Kenny	VIA Architecture
	<b>Attendees:</b>	Lyle Bicknell	DPD
		Calvin Chow	DPD
		Candace Goodrich	Envirolssues
		Suryata Halim	WSDOT
		Greg Knutson	WSDOT
		Don Sims	WSDOT
		Elizabeth Umbanhowar	Parametrix

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### Recusals and Disclosures

There were no recusals or disclosures.

### Purpose of Review

The purpose of this meeting was to review the 100% design of the SR 520 West Approach Bridge North (WABN), a fixed structure that connects the floating bridge to the Montlake interchange. The Design Commission's SR 520 subcommittee reviewed the design at 60% and 90%. Both the substructure and above deck elements were subject of the reviews.

### Summary of Proposal

The West Approach Bridge North is one segment of WSDOT's larger SR 520 I-5 to Medina project. The Floating Bridge and Landings is another segment of the project, and the Design Commission provided input on that project as well. The SR 520 WSDOT project aims to replace aging bridge components vulnerable to windstorms and earthquakes. In addition to replacing the WABN's seismically unsound hollow columns, the project will add transit and HOV lanes and construct a shared-use pedestrian and bicycle path on the north side of the bridge.

### Summary of Presentation

Daniel Babuca introduced the team, discussed the background of project, and thanked the Design Commission for their valuable input. Alan Hart explained the challenges and process of the design team. Brian Kenny reviewed the presentation dated January 23, 2014, available on the [Design Commission website](#).

The presentation showed details of the proposed design of the WABN superstructure, including lighting, railings, belvederes, seating, and the regional shared-use path (RSUP). The design team brought a physical sample of the Black Locust wood intended for the railing and an LED unit that will be attached on the underside of the railing. Through both imagery and animation, Mr. Kenny simulated the experience for a cyclist using the RSUP where it meets one of the belvederes. The presentation also

touched on substructure elements, namely the pier caps that had been a focal point during subcommittee meetings.

### **Summary of Discussion**

The Commission was pleased to see the design progress from previous reviews, especially the evolution of the pile caps and the connection to the floating bridge. The Commissioners wanted to ensure the safety of the pedestrians and cyclists using the shared-use path, particularly where these users mix at the belvederes. Suggestions for future design refinement focused on details such as the interaction of the metal path railing and the lower wooden belvedere railing.

### **Agency Comments**

Lyle Bicknell, DPD, reported that City coordination with WSDOT had been highly collaborative. Urban design elements improved as a result, especially the bike lane.

### **Public Comments**

none

### **Action**

The Design Commission thanked the SR 520 project team, both staff and consultants, for the presentation. Commissioners appreciated the thoughtful refinements made to the WABN design. They especially pointed out the elegant solution of the patterning to manage the mixing area at the belvederes. The Chair, Tom Nelson, commended WSDOT for the collaborative nature of the review process that has developed over the years. He found the openness of the agency and their consultants fantastic and hoped the team had benefitted from the Design Commission's contribution to the project.

With a **vote of 9 to 0**, the Design Commission unanimously approved the 100% design of the West Approach North Bridge segment of the SR 520 replacement project with the following recommendations for final refinements:

1. Give attention that bicyclists and those sitting at the belvederes are shielded from glare from the lighting elements.
2. Consider refinements to the belvedere supports, which look less integrated than the other elements. Perhaps there is a minor change that could be made to make them differentiate less from the bridge structure and other metal parts.
3. Study extending the patterning in the ground plane beyond the belvederes, widening the gaps between the lines as they move beyond the belvederes. Consider eliminating the lines that extend the full width of path at the beginning and end of the patterned areas.
4. Further develop the solution for the railing transition point at the ends of the belvederes. The Commission would like to receive drawings of this when it is complete, for final sign off.
5. The wood railing at the belvederes is a central humanizing, tactile element. Consider moving away from a standard, off the shelf lumber dimension and finding a unique but simple shape for it. The issue of averting glare might also be solved with this solution.
6. Examine the possible safety issue at the columns at the half belvederes that was discussed at the meeting.

This is the last time the project will come to the full Design Commission for review. The Commission asked that the design team return for an administrative review of the belvedere railing termination issue mentioned in recommendation 4 above.