



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 16, 2012

Convened 8:30am
Adjourned 4:00pm

Projects Reviewed

Swedish Medical Center Cherry Hill Skybridge
Alaskan Way Viaduct – North End and Portal
Trail to Treasure
FS 20 West Queen Anne Interbay
SR 520 I5 to Medina

Commissioners Present

Julie Bassuk, Chair
Shannon Loew
Tom Nelson
Julie Parrett (excused from 8:30-9:00 and 2:15-4:00)
Osama Quotah (excused from 2:15-4:00)
Norie Sato
Debbie Wick-Harris (excused from 8:30-9:00)

Commissioners Excused

Laurel Kunkler
Mary Fialko
Don Vehige



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Staff Present

Tom Iurino



February 16, 2012	Project:	SR 520 – I5 to Medina
	Phase:	Design Update
	Last Reviewed:	Dec 1, 2011; Oct 6, 2011; Sep 1, 2011; Jan 20, 2011; Aug 16, 2007; May 18, 2006; Aug 18, 2005; Jun 2, 2005; Jul 15, 2004
	Presenters:	Alan Hart, VIA Architecture Elizabeth Powers, Obrien and Company John White, WSDOT Lowell Cate, Helix Design Group Don Forbes, WSDOT
	Attendees:	Davidya Kasperzyk, WSDOT Mark Nelson, Medina Council Stacey Howery, WSDOT

Time: 2:15pm-4:00pm

Summary of Project Presentation

The design team presented the sustainability program and the bridge design for the SR 520 – I5 to Medina project. The project's sustainability program was groundbreaking, as it encompassed design, construction, and operations; no other project at this scale attempted such a comprehensive effort nor targeted LEED benchmarks. The team explained ways it would monitor and measure progress, and how it would use the results to make improvements. Two of the goals were set in the contract, a promise to recycle 95% of materials, and to use 15% recycled materials.

Since the last review, the team refined the elements of the bridge design, including: the design of the sentinels, railings, belvederes, and lighting. The team lowered the railing at viewpoints, belvederes, and minor elements to better connect the pedestrian to the water. The team studied several railing designs and rhythms, drawing upon the concept of waves. The team also refined the design of the sentinels, breaking down their scale and placing green and amber LED lighting atop and also at the base. The team also presented details for the trail's traffic barrier, and plans for interpretive signs.

ACTION (by Nelson)

The Design Commission thanked the design team for its presentation of the sustainability program and the bridge and landing design of the SR520—I5 to Medina project. The commission appreciated the team's sustainability effort in design, construction and operation. By a vote of 4-1, the commission approved the design direction with the following comments, including a request for administrative review of the refined railing and sentinel designs:

- Conduct motion studies of the railing design and use the studies to refine the design and patterning. Specifically study at auto, bicycle, and pedestrian speeds the options for the different wave patterns, the transition to and from the belvedere, and the detailing. The concept of a wave pattern in the railings is intriguing, but its execution is underwhelming. Consider other wave patterns and rhythms than presented. Study examples from elsewhere.
- Study the form of the bridge with the lake as a backdrop, both during the day and at night. An exploration of long-distance views will help the team refine the bridge design. Also, conduct

lighting studies of this long-distance view; the water is a mirror, especially at night, and the bridge lighting may reflect in ways that are undesirable.

- Refine the form of the sentinels. Study the relationship and composition of the triangular and rectangular forms. Clarify the design inspiration; if it is deco, refine the design to reflect this intent; if it is not deco, ensure the design does not read as such. Also, study the relationship and composition of the form of the sentinel's lit and solid areas.
- Hire a lighting designer to study the color, translucence, timing, programmability and other possible variations of the light. The overall effect should be elegant and subtle.
- Further develop the details in the design. The project is monumental and commensurate care should be taken in its design and execution.
- Integrate the sound walls into the overall bridge form and geometry.
- Study the durability and UV resistance of the sentinels' materials, especially for the lighting.
- Choose the 42" barrier without the rail to separate the pedestrian trail from the road. This barrier does a better job of protecting trail users from the elements and the traffic.
- Better promote the sustainability story. Consider adding it to the proposed signs on the trail, and mention it when making presentations regarding other well-known WSDOT efforts, like variable tolling on 520.
- Consider the engineering story of the bridge as a possible interpretive element.
- Add to the sustainability program the material stream and health of those workers who make, transport and assemble the materials.

At the next review, the commission requested to see further work on lighting and signage.

Commissioner Loew voted no because he believed the design needed more detail to full evaluate it. The project is a monument and, as such, it deserved successful execution of fine details, which was not yet apparent.

MARCH 1, 2012 ADDENDUM TO FEBRUARY 16, 2012 REVIEW

As a supplement to the action above, the commission requested a review of the "transition area" between the new floating bridge and the existing west side of SR520. It was unclear from the presentation how the connection back to the existing highway will look or operate. Given that the west side project is not currently funded for construction there is a chance that this "temporary" connection will be in place for several years. Specifically:

- As the Design Commission recommended at its September 2011 review of the west side segment of the SR-520 project, "carefully develop a design for the interim connection piece should funding not be secured for the landings to I-5 portion of the project. The commission is concerned that an interim connection could be in place longer than anticipated....Maintain continuity in design across the entire alignment, ... while at the same time create opportunities for distinction to relate to the different context on the east and west sides." Given that a bridge architect was not engaged on the Floating Bridge and Landings project to assure that it and the west end project tie together, it is all the more important that more careful focus be given to this aspect of the design.
- Please share with the Design Commission plans at the next level of refinement showing the roadway alignment, including the interim connection, and detailing/ scaling of the sentinels, belvederes and bridge railings. The commission won't need to review this in the full commission setting, but would like to follow the design as it reaches its final stage before construction.