

Colman Dock

Ed Murray
Mayor

Diane Sugimura
Director, DPD

Shannon Loew, Chair

Ellen Sollod, Vice Chair

Brodie Bain

Lee Copeland

Thaddeus Egging

Rachel Gleeson

Grant Hromas

Martin Regge

John Savo

Ross Tilghman

Michael Jenkins
Director

Valerie Kinast
Coordinator

Nicolas Welch
Planner

Joan Nieman
Administrative Staff

**Department of Planning
and Development**
700 5th Avenue, Suite 2000
PO Box 34019
Seattle, WA 98124-4019

TEL 206-615-1349
FAX 206-233-7883
seattle.gov/dpd

Commissioners Present

Shannon Loew, Chair
Ellen Sollod, Vice Chair
Lee Copeland
Rachel Gleeson
Grant Hromas
Martin Regge

Commissioners Excused

Brodie Bain
Thaddeus Egging
John Savo
Ross Tilghman

Project Description

The Washington State Department of Transportation (WSDOT) Ferries Division, Washington State Ferries (WSF), proposes a project to preserve the Colman Dock ferry terminal located on Alaskan Way in downtown Seattle. Colman Dock provides ferry services for the WSF fleet serving Seattle, Bremerton, and Bainbridge Island. The facility also provides passenger-only ferry services for King County's ferry routes to Vashon and West Seattle.

WSF proposes the following project elements:

- Replacing aging timber piers
- Reconfiguring the layout of the dock
- Replacing the main terminal building
- Constructing a new entry building fronting Alaskan Way, including street-level retail
- Constructing a new passenger-only ferry
- Constructed an overhead passenger walkway connecting to the passenger-only facility
- Replacing the pedestrian and vehicle movable bridges of the north slip

This is a partner project of the City's larger redevelopment of the central waterfront. In May 2015, the Commission reviewed the Washington Landings project, which included pre-design work for the entry building along Alaskan Way.

Meeting Summary

The Commission did not take an action but provided feedback to the WSF team to guide the design. The Commissioners recommended the team continue to develop the character envisioned for Colman Dock, explore all opportunities to obtain funding for Phase 1b of the entry building, and continue to study alternatives for the content displayed at the Columbia St terminus. Refer to page 3 for the full list of comments and recommendations.

Recusals and Disclosures

Martin Regge disclosed that he previously worked for NBBJ. John Savo was recused.

June 4, 2015

1:00 – 3:00 pm

Type

Waterfront Partner Project

Phase

Concept Design

Previous Reviews[April 7, 2005](#)[August 3, 2006](#)[June 7, 2007](#)[February 6, 2014](#)**Presenters****Randy Benedict**

NBBJ

Genevieve Rucki

Washington State Ferries

Mark Scott

Washington State Ferries

David Yuan

NBBJ

Attendees**Mike Anderson**

KPF Consulting Engineers

Paul Brodeur

King County

Kojo Fordjour

Washington State Ferries

Kit Loo

Office of the Waterfront

Justin McCaffree

EnvirolIssues

Steve Pearce

Office of the Waterfront

James Tenyenhuis

James Corner Field Operations

Marsha Tolon

WSDOT

Ed Weinstein

Weinstein A+U

Chester Weir

Weinstein A+U

Marilyn Yim

Washington State Ferries

June 4, 2015

Summary of Presentation

Genevieve Rucki introduced the project's history before the Commission and the outline for today's presentation, which is available on the [Design Commission website](#). Ms. Rucki explained the components and operations of the facility and explained the purpose of the project. She also described the project team's coordination with the City's Office of the Waterfront and the [Washington Landings](#) project.

Mark Scott summarized some of the Commission's previous guidance. Mr. Scott explained the operational benefits of reorienting the terminal building from east-west to north-south.

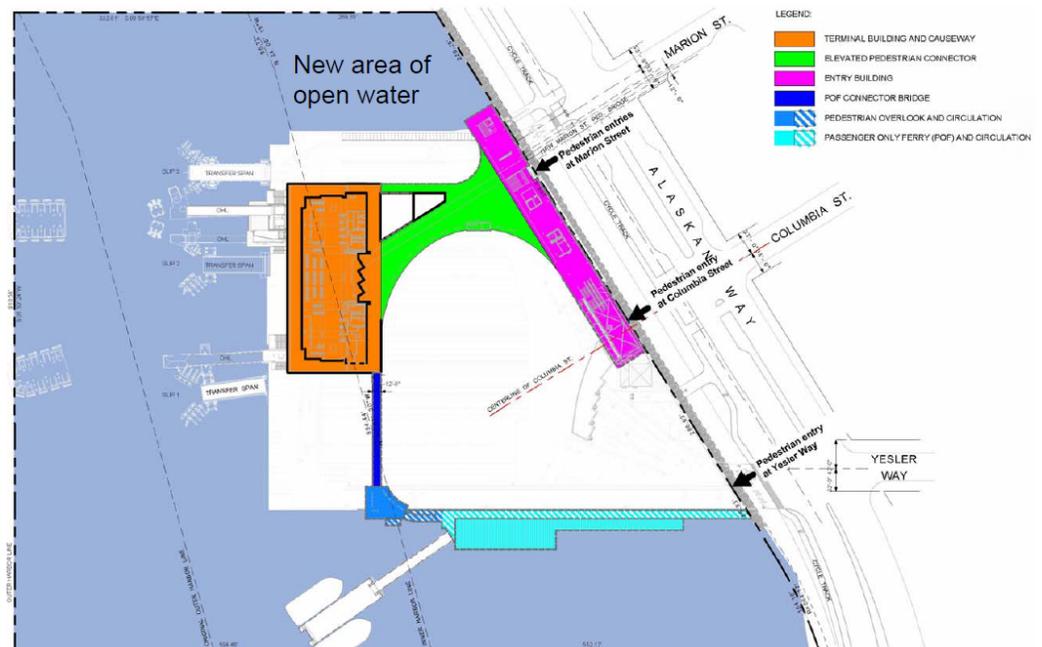


Figure 1. Site plan for the Colman Dock replacement project.

David Yuan described view opportunities at the site and the proposed vehicular, bicycle, and pedestrian circulation. He stated that a main entry point to Colman Dock at Columbia St would help the project integrate with the future transit hub proposed in that location. The diagram shown in Figure 2 illustrated the proposed phasing of the entry building. Outlined in red is the proposed Phase 1b for which WSF currently does not have funding.

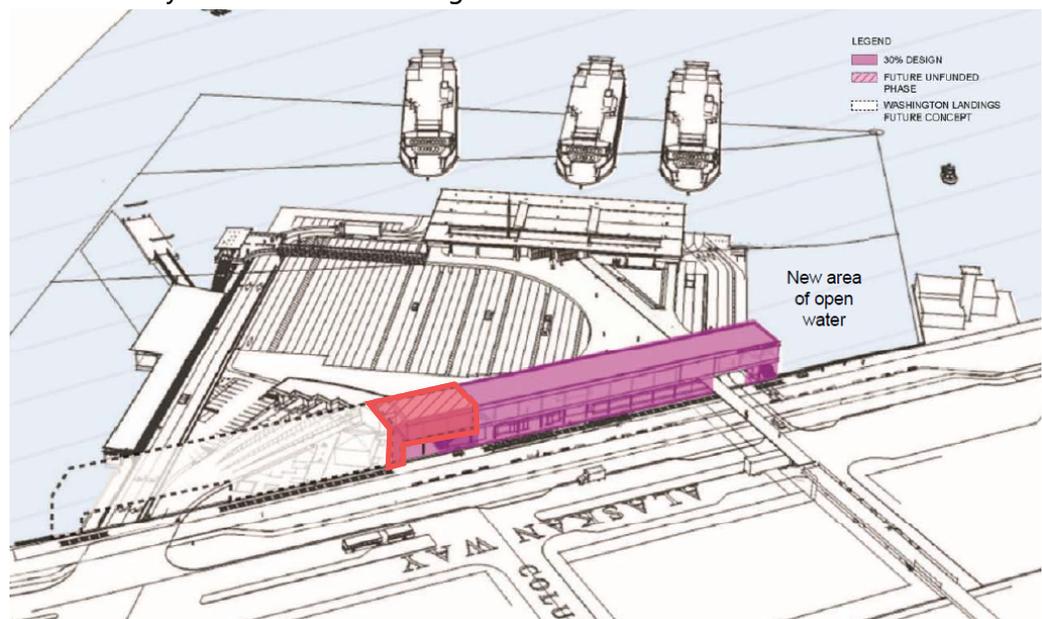


Figure 2. Proposed phasing for the entry building.

Randy Benedict shared alternatives for including retail at the terminus of Columbia St. Several perspectives showed the experience of a pedestrian traveling from Columbia St through the entry building and to the terminal building.

Agency Comments

none

Public Comments

none

Summary of Discussion

The Commissioners were excited to see and discuss the updated concept design for Colman Dock. Most of the discussion focused on the entry building. The Commission emphasized the importance of the Phase 1b portion of the entry building, as shown in Figure 3, and recommended the team continue to explore options for the Columbia St terminus.

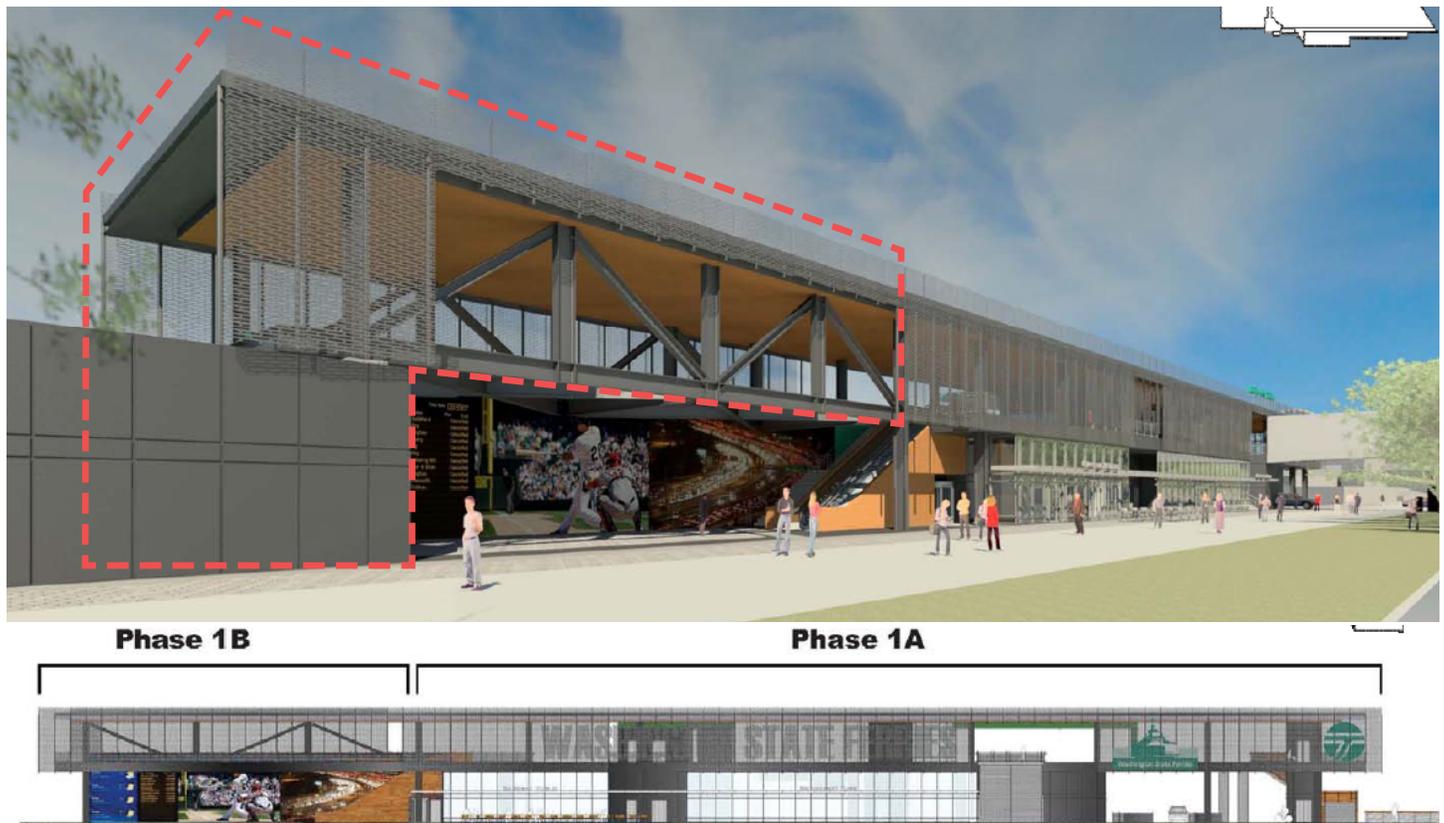


Figure 3. Entry building at Columbia St, including the unfunded Phase 1b portion outlined in red.

While the Commissioners recognized the level of detail shown in the presentation, such as photorealistic renderings and inclusion of force control barriers, they agreed that the proposed concept design did not clearly communicate the character that the team intends for the facility. The Commission recommended the design team continue to explore the experiential quality for ferry passengers and share that vision at the next meeting.

The Commissioners were also excited to see more detailed renderings of the entire facility, including the terminal building, and its integration with the Waterfront Seattle design at the next meeting.

Action

The Design Commission thanked the team for presenting an updated concept design for the Colman Dock replacement project. The Commissioners greatly appreciated WSF involving the Commission in the design process and being receptive to its previous recommendations.

The Commission offered the following comments to guide the project as moves forward in design:

1. Enhance and emphasize the fundamental design concept of circulation and connection. To accomplish that, continue to develop the arrival and departure experience for passengers, the public, and all modes of transportation.
2. The Commission appreciates the use of structure and screening in the proposed entry building design. Consider using the proposed entry design as a unifying element in response to the Commission's concern that the current design is a collection of disparate components. This concern is illustrated in Figure 4, where various project elements — the outboard retail building, curved walkway, and viewing structure at the southwest corner of the dock — appear to use competing geometries and design solutions.

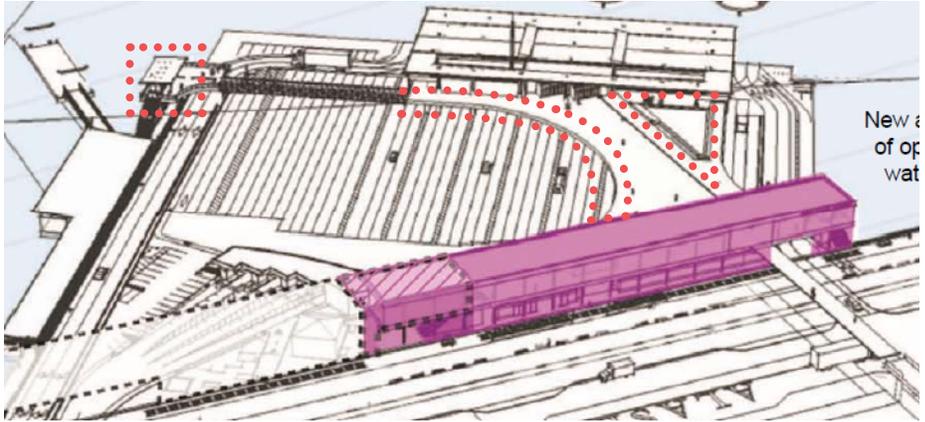


Figure 4. The Commission believed the three project elements identified in red above — the outboard retail building, the curved walkway, and the viewing structure — did not use a unified design vocabulary and were perhaps unnecessary.

3. Explore all opportunities to identify funding for the Phase 1b section of the entry building shown below. Given budget constraints, the Commission believes programming along Alaskan Way in Phase 1b is a higher priority than the proposed retail space between the terminal and entry buildings.
4. Provide opportunities for viewing “through” the entry building at grade so that people can appreciate the working dock beyond and are invited to continue through the entry building to the upper level of the facility.
5. Further study alternatives for activating design elements to anchor the Columbia St transit node, including programming and displaying information. Consider innovative or dynamic ways of presenting information rather than or in addition to maps, charts, or real-time transit information.
6. In future presentations, incorporate renderings of the full Waterfront Seattle program into the Colman Dock design to provide a more complete sense of how the two projects can support each other programmatically.
7. As the terminal building design advances, consider how it can become a future landmark and create a strong sense of place on the waterfront.
8. The Commission appreciates the level of detail included in the presentation and renderings. However, we believe the technical aspects of the facility design have progressed without a clear aesthetic intent for the project.



Figure 5. Looking northeast from the vehicle deck towards the proposed entry building.