

Colman Dock

Edward B. Murray
Mayor

Samuel Assefa
Director, OPCD

Shannon Loew, Chair

Ross Tilghman, Vice Chair

Brodie Bain

Lee Copeland

Ben de Rubertis

Thaddeus Egging

Rachel Gleeson

Laura Haddad

Theo Lim

John Savo

Michael Jenkins
Director

Patrick Donohue
Interim Project Coordinator

Aaron Hursey
Planner

Juliet Acevedo
Administrative Staff

**Office of Planning and
Community 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
Ross Tilghman, Vice Chair
Lee Copeland
Rachel Gleeson
Laura Haddad
Theo Lim

Commissioners Excused

Brodie Bain
Ben de Rubertis
Thaddeus Egging
John Savo

Project Description

The Washington State Department of Transportation (WSDOT) Ferries Division, Washington State Ferries (WSF), proposes a project to redevelop the Colman Dock ferry terminal located at Pier _52_ 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 by relocating portions along the north area fronting Alaskan Way to its southwestern portion
- Replacing the main terminal building
- Constructing a new entry building fronting Alaskan Way, including street-level retail
- Constructing a new passenger-only ferry terminal
- Constructed an overhead passenger walkway connecting the main terminal with the passenger-only facility
- Replacing the pedestrian and vehicle gangways at 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

This was the Seattle Design Commissions (SDC) third review of the Colman Dock project. On February 6, 2014, the SDC denied approval of the concept design phase. In June of 2015, the SDC held a subcommittee meeting and provided additional guidance and feedback, as required in the conditions they adopted at its first meeting. On August 4, 2016, the SDC reviewed the schematic design phase for the Colman Dock project. The Commission voted to approve, 6 to 0, the schematic design for the Colman Dock project with several recommendations.

Recusals and Disclosures

There were no recusals or disclosures.

October 16, 2015

2:00 - 4:00 pm

Type

Waterfront Partner Project

Phase

Schematic Design

Previous Reviews

[06/04/15](#), [02/06/14](#), [06/07/07](#),

[08/03/06](#), [04/07/05](#)

Project Team Present

Randy Benedict

NBBJ

Dennis Haskell

SRG Partnership

Mark Scott

WSDOT

Juliet Vong

HBB

David Yuan

NBBJ

Attendees

Larry Ahern

FAS

Steve Beadle

SDOT

Clair Enlow

Citizen

Kit Loo

Office of the Waterfront

Lauren Pathoe

UW

Steve Pearce

Office of the Waterfront



Figure 1: Proposed site plan

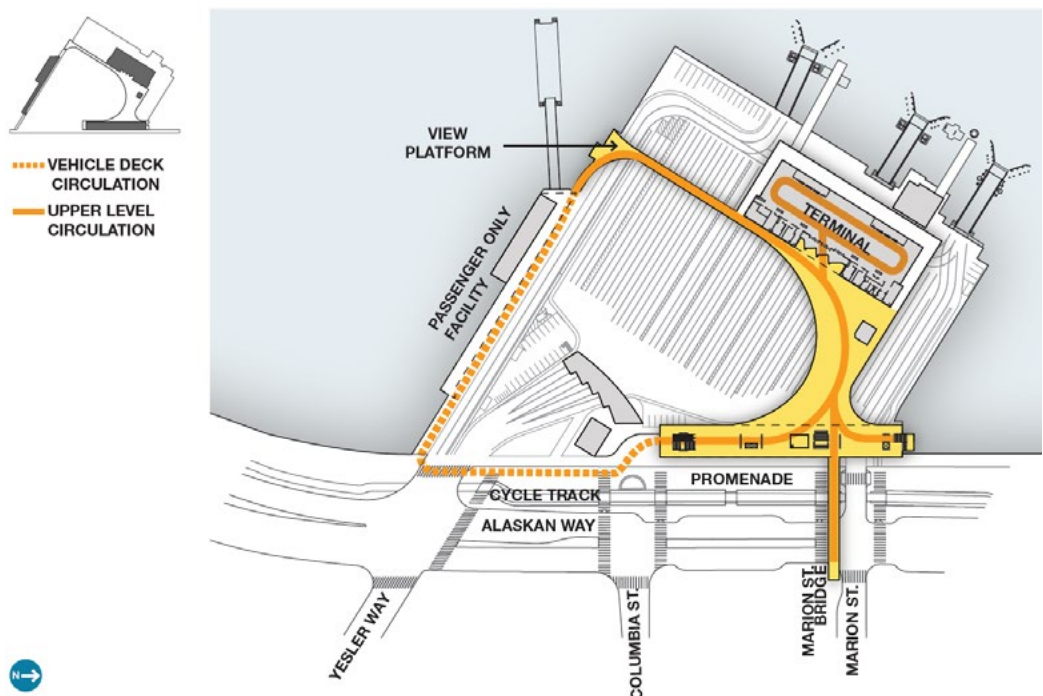


Figure 2: pedestrian and vehicular circulation

Summary of Presentation

Mark Scott, of WSDOT, Dennis Haskell, of SRG Partnership, Julie Vong, of HBB, and Randy Benedict and David Yuan, of NBBJ, presented the project proposal. Mark Scott provided a brief overview of the project and development schedule. David Yuan followed by presenting the schematic design proposal. The proposed design includes three facilities – the entry building, terminal building, and passenger only facility – as well as the proposed new elevated pedestrian pathway to connect the WSF and King County ferry buildings. The proposal also includes the removal and relocation of dock area from the north area of the site adjacent to Alaskan Way to the southern end of the site that will serve the King County passenger facility. See *figures 1 & 2 for more detail.*

The WSF facility includes both a new terminal building and a separate entry building that will be sited parallel to Alaskan Way. The new terminal building will be oriented north to south in order to provide greater coverage along the waterfront for ferries loading and unloading passengers. The terminal building will include seating and queuing areas as well as retail kiosks (see figure 3). The new two-story entry building will extend along Alaskan Way, between Marion Street and Columbia Street. The entry building is accessible from Alaskan Way as well as the Marion Street pedestrian bridge spanning the intersection of Alaskan Way and Marion Street. The entry building will include publicly accessible restrooms, bicycle storage facilities, information booths and retail space (see figure 4).

An elevated pathway will connect the entry building with the terminal building. The elevated pathway will include a tactile paving system, accessible seating, lighting, wide pathways, overhead protection and spaces for gathering and queuing. The elevated pathway will also include a ticket booth and space for retail.

Vehicular traffic will continue to enter the terminal at the intersection of Alaskan Way and Yesler Way. Vehicular traffic leaving the facility will use exits located at the north and south ends of the terminal. Bicycle facilities will be located along the north and south ends of the terminal as well as along the elevated pedestrian pathway.

The King County passenger only facility building is located on the south edge of the site. The facility will be adjacent to the public walkway on the southern end of the project site and will include 11 pedestrian queuing lanes that can be reconfigured to serve demand for either the West Seattle or Vashon pedestrian ferries (see figure 5). The facility will include operational windows along the south facing façade that will provide air flow during the summer months and weather protection during the winter months.

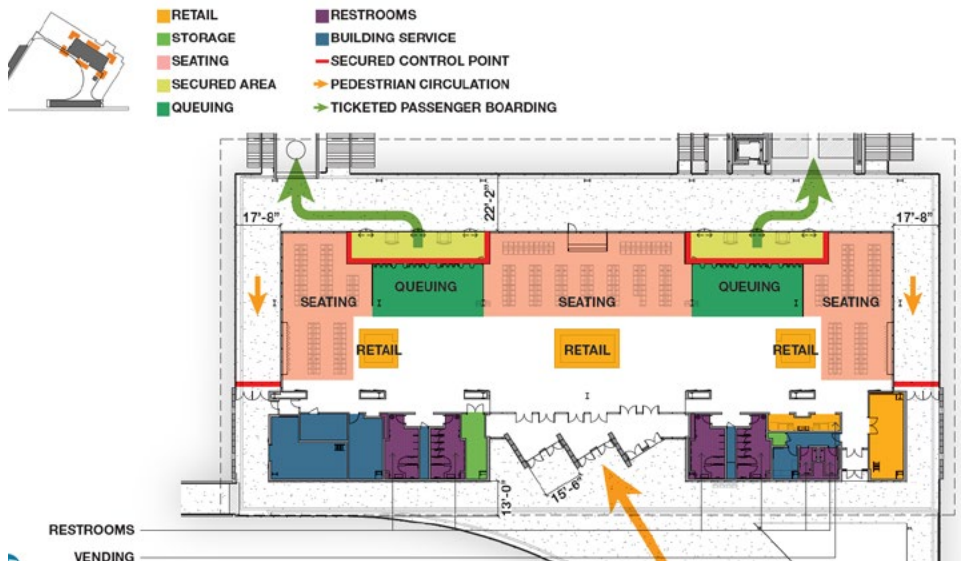


Figure 3: WWSF facility programming

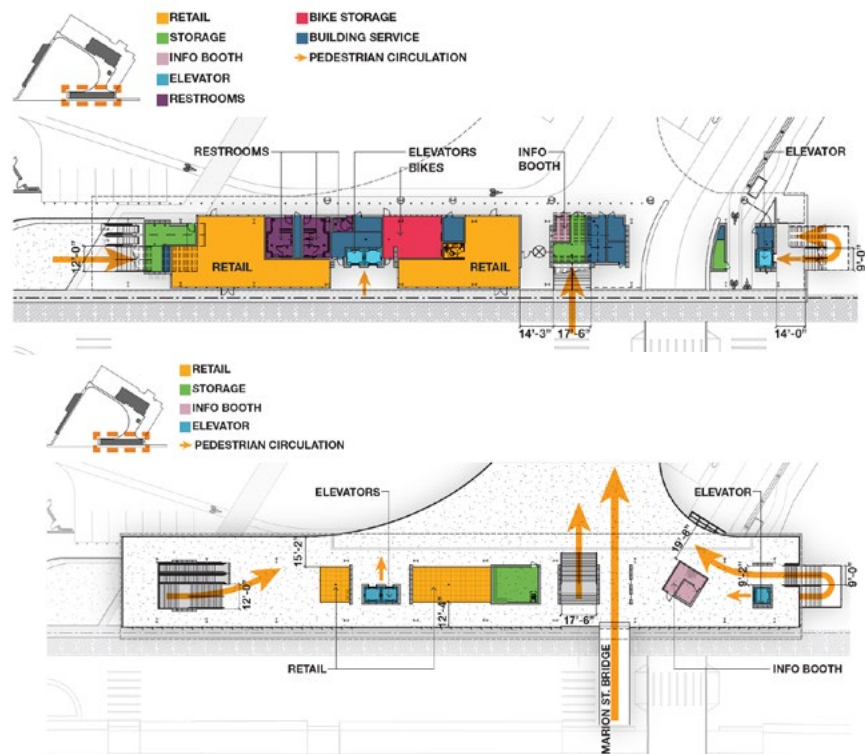


Figure 4: Entry building lower level (above) and upper level (below) programming

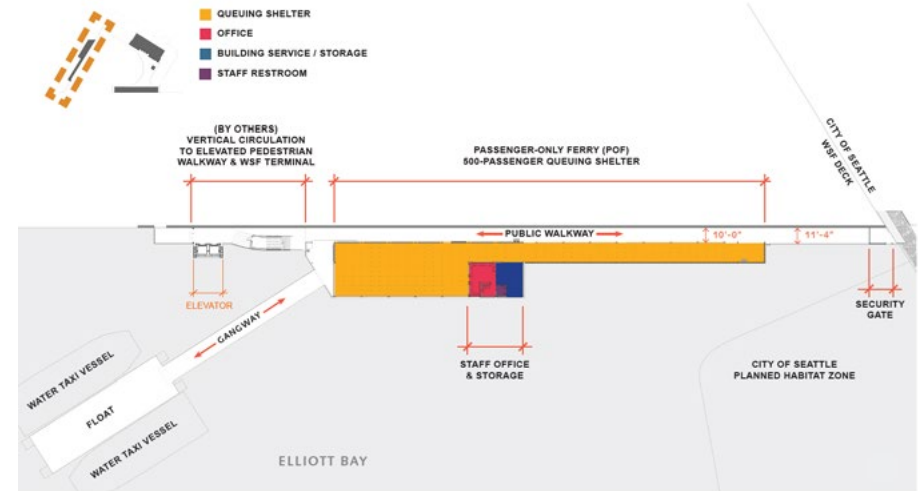


Figure 5: Passenger only ferry terminal programming

Agency Comments

None

Public Comments

None

Summary of Discussion

The Commission organized its discussion around the following issues:

- Urban interface
- Entry Pavilion
- Elevated pedestrian circulation
- Public Art
- Terminal building

Urban interface

The SDC agreed the proposed design fits well within the surrounding urban and waterfront context. Commissioners agreed the low, horizontal building form, entry points, and overall connectivity provide a well thought out circulation system. The commission also appreciated the project team presentation that shows how the proposed project fits in with the overall waterfront plan. The SDC recommended the design team continue to refine how they use color in the proposed facility as a tool for wayfinding between the terminal and other portions of the project.

Entry pavilion

The SDC provided positive feedback regarding the design, programming, and circulation within the entry pavilion. Commissioners agreed with the orientation and location of the stairway and extension of the canopy over the sidewalk along Alaskan Way. Commissioners appreciated the reprogramming of the bicycle storage within the building. The SDC encouraged the design team to provide retail opportunities that will appeal to and welcome all.

Elevated pedestrian circulation

Although the SDC appreciated the overall form and proposed hardscape materials for the elevated pedestrian connection between the entry and terminal buildings, Commissioners remain concerned about both the design of the proposed ticket booth and location of retail space between the entry building and terminal building. The Commission recommended the ticket booth and information booth be incorporated programmatically and architecturally in order to have a more defined relationship with the adjacent glass canopy and covered walkway. Commissioners also recommended an additional ticket booth(s) be located along the walkway to the terminal building. The SDC is concerned with the location of retail space along the pedestrian connection, which is not visible to passengers passing by, and recommended the project team consider providing space for other services instead.

The Commission recognized the importance of providing seating as well as open space for group gatherings and passenger queuing. Commissioners encouraged the design team to continue thinking about how much space should be dedicated to both seating and open gathering space. The SDC also stressed the importance of designing the open area in a way that is open and inviting to everyone.

The SDC supported the idea of providing a barrier between pedestrian and cyclists on the walkway adjacent to the passenger only ferry terminal. Commissioners encouraged the project team to provide a barrier that is thoughtfully designed within the surrounding context rather than installing something that feels temporary and out of place.

Public art

The SDC recommended the design team consider integrating public artwork along the upper level, areas within the parking area pavement, elevator facility near the passenger only ferry, and screen along the façade of the entry building facing Alaskan Way.

Terminal building

The SDC commended the project team for the updated design of the terminal building. Commissioners appreciated the high level of transparency found within the open layout of the facility. The Commission recommended the project team design a more dominate roofline, which will be viewed as ferries dock alongside the facility. Commissioners also recommended the team remove the yellow panels from the north and south end of the terminal building, reserving

the use of color to enhance wayfinding along the pedestrian corridor.

Passenger only ferry terminal

The SDC appreciated the overall design of the passenger only ferry terminal. In order to provide continuity, the Commission recommended the southeastern corner façade of the queuing area match the design of the remaining portions of the south facing façade.

Action

The SDC thanked the project team for their presentation on the schematic design phase for Colman Dock. The Commission appreciated the project team providing an updated design that responded to previous comments. The SDC approved the schematic design for Colman Dock, 6-0, with the following recommendations:

1. Consider the strategic use of color in a way that will serve as wayfinding between the terminal, the other facilities and their connections to the public realm; remove the colored panels from the north and south ends of the terminal building
2. Continue to advance the designs of the proposed retail spaces in the entry building, and the adjacent open space along Alaskan Way, to make them inviting and welcoming to all
3. Consider replacing the proposed retail space to the north of the pedestrian corridor connecting the terminal and entry buildings with other services
4. Consider integrating the proposed ticket booth and information booth programmatically and architecturally in order to have a more defined relationship with the adjacent glass canopy and covered walkway
5. Provide one or more ticket booths along the pedestrian corridor connecting the terminal and the entry building
6. Provide a barrier between the bicycle lane and pedestrian walkway that serves the King County passenger only facility that is thoughtfully designed within the surrounding context
7. Consider integrating public artwork in locations that include 1) along the upper level of the terminal facility, 2) areas within the parking pavement, 3) the elevator facility adjacent to the passenger only ferry terminal, and/or 4) the screening along Alaskan Way