



## 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 Harris**

**Valerie Kinast**  
Coordinator

**Tom Iurino**  
Senior Staff

**August 16, 2012**

Convened 8:30am  
Adjourned 4:00pm

### Projects Reviewed

Block 93 Alley Vacation  
SR 520 I5 to Medina

### Commissioners Present

Julie Bassuk, Chair  
Shannon Loew  
Tom Nelson (excused from 1:00-4:00pm)  
Norie Sato  
Don Vehige  
Osama Quotah  
Mary Fialko (excused from 8:30-9:30am)

### Commissioners Excused

Debbie Harris  
Julie Parrett  
Laurel Kunkler

### Staff Present

Valerie Kinast  
Tom Iurino



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**August 16, 2012**

**Project:** **SR 520 I5 to Medina**

**Phase:** Design Update

**Last Reviewed:** Jul 5, 2012; Jun 21, 2012; May 3, 2012; Apr 19, 2012; 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:** Rob Berman, WSDOT consultant  
 Alan Hart, WSDOT consultant  
 Don Forbes, WSDOT consultant  
 Kerry Pihlstrom, WSDOT  
 Mahlon Clements, VIA Architecture

**Attendees:** Candace Goodrich, Enviroissues  
 Connie Zimmerman, SDOT  
 Daniel Babuca, WSDOT  
 Elizabeth Umbanhowar, Parametrix  
 Emily Namiki, Enviroissues  
 Gerry Conley, communitymember  
 John O'Neil, Seattle Prep  
 Rob Berman, WSDOT

**Time:** 1:00pm-4:00pm

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## Disclosures

Commissioner Quotah's employer, LMN Architects, is working with Seattle Prep. He also has connections with NOAA.

## Summary of Project Presentation

The design team presented the vision for the SR 520 Westside corridor project from the 520 bridge to I5, and the concept design of the three of the project's subareas: the Roanoke Area, the Portage Bay Bridge, and the Montlake Area. This project is only partially funded as yet; funding for construction must still be passed by the state legislature. The Seattle City Council, Mayor and WSDOT signed a MOU to commit to continued collaboration on design decisions, construction, and operations and to work together to secure full funding.

The Roanoke area design features a lid which could be used as open space or for sports programming, and connections to a trail along 520 and pedestrian connections to adjoining neighborhoods. The Portage Bay Bridge design features either a cable-stay or box girder design, and could accommodate a shared use path, although that would add to its width. The Montlake area design features a lid with passive spaces, a stormwater facility, constructed wetlands, and options for lower ramps and different lengths of the lid; the next iteration of design will be used to improve pedestrian and bicycling connections across it.

## Public and department comments

John O'Neil, employee of Seattle Prep and resident of Montlake: He wanted the Seattle Prep property (aka "the triangle") should be incorporated into the design of the Roanoke subarea. That would enable the pedestrian and bicycle connection to be out in the open and not in a tunnel under the lid.

Reiner Metzger, resident of Montlake: He believed the design of the Montlake lid was a conceptual failure, as it doesn't provide the connection promised between the community and the UW. Residents will have to cross multiple lanes of traffic to get to lid. Instead, he asked the lid be designed to span over lanes, rather than just fill inbetween lanes.

Jerry Connelly, resident of Roanoke: He wants WSDOT to buy Seattle prep land. We need more park land, linked land is extremely precious, and the proper ADA solution isn't a dirty path under SR520.

Connie Zimmerman, SDOT: She will be coordinating with WSDOT and helping implement the MOU for the City of Seattle.

## **SUMMARY (by Fialko)**

**The Design Commission thanks the SR-520 team for its presentation of the pre-30% design of the west side of the SR 520 Bridge. The commission appreciates the team's thorough presentation, organization, and the models and other project aids, such as the print outs and models, as well as the invitation for interaction, and clear set of admirable goals. By a vote of 6-0, the commission approves the vision and preliminary design concepts with the following recommendations:**

### **Overall**

- **Blur the edges of the project and existing context to enhance the city, especially where the WSDOT project meets existing SDOT, Parks, or other city agency or privately owned land. Identify specific areas where this blending would have to occur, especially where SDOT and WSDOT will need to interface in the future. View this project as a series of gateways, leading closer and closer to the city. Conduct a macro-level pedestrian circulation study.**
- **Continue to work with the city, and especially the Design Commission to ensure the success of the project for all users. Do not come back with a designed solution that is driven by engineering. Show and engage us in the process.**

### **Vision**

- **The vision is successful in its scope and focus. The nature meets city concept with a natural corridor and an urban corridor are well thought out. The Design Commission recommends the first subheading be changed to "Background", and the second subheading be changed to "Our Vision". We also recommend the inclusion of 'habitat' as a user group. We have further editorial suggestions as supplied in a separate letter. (Note: this is Lolly's edits, which she emailed to the commissioners.)**

### **Roanoke Area**

- **Pedestrian and bicycle connections should remain a high priority. Take care to link in with the existing bike network at this hub; connect the Roanoke area all the way to Eastlake. Conduct studies of parking and pedestrian crossings to aid in-depth design. Pursue acquisition of the Seattle Prep-owned triangle area to the south of the bridge; it could be used for a better pedestrian link or more park space.**
- **We support the idea for a new park; the intersection between the proposed park and the existing Roanoke Park holds a strong opportunity to better connect these two parks.**

### **Portage Bay Bridge**

- **Further develop both bridge concepts, the cable stay bridge and also the box girder option. The visual effects of the bridge should be enhanced, not hidden. In developing the bridge's design, consider the needs and the greater benefits of the community at large in addition to those of the neighbors on the hillside and in the water.**

- **Include in the bridge design the cycling connection or shared-use path; the path aligns with the city master plan, and is critical to the project regardless of the width of the bridge.**

#### **Montlake Area**

- **Design this area to improve connections, especially north-south. At the same time, this is the first gateway into the city from the east, making this experience extremely important.**
- **Develop more iterations of the lid and its placement and design. Conduct a study of users and connections to determine lid placement and size; consider iterations with less lid area, especially on the eastern end and more lid area than shown. Develop programmable space on the lid, rather than space for passive use. Coordinate with the Arboretum's North Entry design team to make sure the area works well as a whole.**
- **Be holistic in conceiving the scheme, the trail under the bridge, the auto entrance into the city, and the connections and lid on top. These elements should work together as a whole rather than remaining separate parts of the design. Use the vision as a guide.**