



APPROVED MINUTES OF THE MEETING

Mike McGinn
Mayor

Diane Sugimura
Director, DPD

Marshall Foster
Planning Director, DPD

Julie Bassuk
Chair

Seth Geiser

Laurel Kunkler

Shannon Loew

Tom Nelson

Julie Parrett

Osama Quotah

Ellen Sollod

Debbie Harris

Valerie Kinast
Coordinator

Tom Iurino
Senior Staff

November 15, 2012

Convened 8:30am
Adjourned 4:30pm

Projects Reviewed

North Transfer Station
Zoo West Parking
SR 520 I5 to Medina West Approach Bridge

Commissioners Present

Julie Bassuk, Chair
Julie Parrett (excused from 1:00-4:30pm)
Seth Geiser
Debbie Harris (excused from 8:30am-1:30pm)
Laurel Kunkler
Shannon Loew
Osama Quotah (excused from 8:30-9:00am)
Ellen Sollod

Commissioners Excused

Tom Nelson

Staff Present

Valerie Kinast
Tom Iurino



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November 15, 2012 **Project:** **SR520 I5 to Medina – West Approach Bridge**
Phase: Design Update
Last Reviewed: Sep 20, 2012; Aug 16, 2012; Jun 7, 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: Daniel Babuca, WSDOT
Kerry Pihlstrom, WSDOT
Alan Hart, Via Architecture
Doug Lundeman, Via Architecture

Attendees: Candace Goodrich, Enviroissues
Elizabeth Umbanhowar, Parametrix
Rheiner Metzger, Montlake Greenways
Bill Shafer, SR520 Westside Community Design Collaborative
Brian O'Reilly, Via Architecture
Daniel Bretzke, Finance and Administrative Services
David Jackson, Finance and Administrative Services
Paul Bott, WSDOT
Rachel Garrett, WSDOT
Suryata Halim, WSDOT

Time: 1:45pm-4:30pm

Disclosure

Commissioner Parrett works for the University of Washington.

Summary of Project Presentation

The design team presented its revised conceptual design for the West Approach Bridge. Since the last review, the team did a lot of calculations and substantially changed the bridge design of the lower elements to reduce the bridge's bulk. The team eliminated 42 columns, outside wings, and cross members, and pushed the bulkier piece of the piers down. At high water, the pier caps are almost co-planer with the water. The new design features: columns between 4.5 ft and 6 ft thick, which are flared to catch the weight of the bridge; a tub girder to minimize knuckles, create a smooth edge, and make it possible to accommodate future light rail. The underside of the bridge is treated like a coffer. The new design of the substructure uses approximately 40% less concrete, a substantial savings. The team also presented changes and refinements to the design of the superstructure. The team is studying asymmetrical and symmetrical belvederes, and wants as transparent a railing as possible. In the belvedere, the railing could be made out of wood or different kind of steel to differentiate it. Along the

pedestrian path, luminaires on the north side will illuminate the wall. The bridge signs will be integrated into the bridge knuckle.

Public comment

Rainer Metzger appreciated the community design process. The team should look at the connections where pedestrian meets the land mass; the landing place at the Montlake lid needs the most design attention. Keep all options on the table. Don't design the bridge in a way that limits options for the Montlake lid going forward.

ACTION (by Quotah)

By a vote of 7-0, the Seattle Design Commission approved the design direction of the major bridge elements with recognition that there will be ongoing work and reviews on super structure elements. The commission appreciates the team's willingness to push the design envelope. The presentation was clear and concise with graphic material at the appropriate scale, location and quality to paint a comprehensive picture. The commission has the following recommendations:

Major substructure elements

- **Keep the grating treatment at pier caps. Consider using lighting or color and develop as an amenity. Do not include pigeon spikes.**
- **Conceal on the underside of the superstructure the utilities that are in pipe or conduit.**
- **Document the design process so others can learn from it. Consider that it be included in the interpretive story on the bridge deck.**
- **Provide more information on the interface of the west landing and the lid. Also, provide more information on the bridge's navigational lighting.**

Super structure elements

- **Study the prospects for co-locating elements and anomalies (such as expansion joints, luminaries, and sign bridges) within the rhythm of the bridge. Also, further examine the sign support structure and possibilities to integrate it with the superstructure.**
- **Consider the nature of the belvederes and their frequency, uses, and materials. Treat the belvederes as areas as an experience of fun and delight. Consider a slightly larger belvedere close to Montlake. Mirror the design of the belvederes to better accommodate cyclists. Further explore ideas; for example, to mitigate the noise, study stepping the belvederes down. Encourage the use of pre-fab and pre-cast materials and the use of wood or a contrasting material as shown; explore materials that are different and about the place. Use the placement, orientation, and views at the belvederes to dictate their shape and interpretive quality. Explore options for seating. Be specific and show details.**
- **Further study the lighting and how the bridge is lit. Specifically study tapering the light as it meets the floating bridge and the west approach. Design the lighting to avoid hot spots and work on where and how it reflects off of the bridge elements. Design the lighting so that it addresses the night sky and is appropriate for the large Lake Washington landscape.**
- **Consider making the toe kick as light as possible, or remove it.**
- **Study attaching the hand rail so that it mounts on top of the deck, to make a smoother, more linear profile from afar.**
- **Keep the catwalk integration.**
- **Consider including measurement marks across bridge to give people a sense of how far along they are on the length of the bridge.**

- **Provide a rendering of the overall bridge lighting scheme.**