

SR 520 - Roanoke Lid & Portage Bay Bridge

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Commissioners Present

Ben de Rubertis, Chair
Brianna Holan, Vice Chair
Justin Clark
Laura Haddad
Rick Krochalis
Elaine Wine
Vinita Sidhu

Commissioners Excused

Mark Johnson
Amalia Leighton

Project Description

The Washington State Department of Transportation (WSDOT) is redeveloping the Seattle segment of the State Route (SR) 520 corridor between I-5 and Lake Washington. The redevelopment will include new bridges that meet current seismic standards, HOV capacity, updated roadways, new pedestrian and bicycle facilities, improved transit connections, open spaces, and enhanced non-motorized connections. The project is being developed in several phases. The Seattle Design Commission (SDC) is providing guidance to WSDOT and the SR 520 team on urban design concepts for the Roanoke Lid and Portage Bay Bridge, which will be constructed by a design-build contract. The proposed concepts will include design elements and principles that will be embedded in WSDOT's request for proposals (RFP) which will be used to receive bids from design-build project teams.

Meeting Summary

This was the SDC's second briefing of the SR 520 - Roanoke Lid and Portage Bay Bridge project design. The purpose of this meeting was to review the updated concept design for the project. After the presentation and discussion, the SDC provided a summary of recommendations for the project team to consider. The SDC will review the project again at a future date.

Recusals and Disclosures

Brianna Holan, disclosed that she had previously worked on the project while working for LMN Architects

Justin Clark, Disclosed that his employer, WSP, is a sub consultant for WSDOT's Owner's representative team, but that he has not worked on the project in any capacity.

September 5, 2019

9:00 - 11:00 am

Type

Major Project

Phase

Breifing

Previous Reviews

6/6/19

PresentersMichael Fitzpatrick
SR 520 TeamMatt Gurrad
SR 520 TeamVictoria Morris
SR 520 TeamOsama Quotah
SR 520 Team**Attendees**Hasti Afkham
SR 520 TeamAdam Amrhein
SR 520 TeamJoe Basille
SR 520 TeamDavid Graves
SPRDonal King
Mimar StudioRon Paananen
SR 520 TeamAmanda Tse
SDOTStephen Van Dyck
SR 520 Team

Figure 1: Project location

Summary of Presentation

Victoria Morris, Osama Quotah, Michael Fitzpatrick, and Matt Gurrad, of the SR 520 Team presented the updated concept design for the Roanoke Lid and Portage Bay Bridge. The project team began with project updates as well as updates for the public outreach process. The team then reminded everyone of the “Nature meets City” vision for the SR 520 ‘Rest of the West’ project as well as an overview of the overall project between Lake Washington and I-5. The team then explained how the Roanoke Lid and Portage Bay Bridge fit within that vision and project context. The rest of the presentation focused on design updates to the Bill Dawson Trail and Boyer St underbridge areas, Portage Bay Bridge, and Roanoke Lid.

The Bill Dawson Trail and Boyer St underbridge area designs address pathways crossing below the SR 520 Bridge. The Bill Dawson underbridge provides a connection between the regional shared use pathway between the Montlake Lid and Bill Dawson Trail before transitioning up to the SR 520 trail running along the Portage Bay Bridge. The Boyer underbridge will provide a trail connection between Boyer Dr and Delmar Dr. Both underbridge areas are designed to encourage movement and will include a shared use pathway, sidewalk, and lighting, as well as crushed gravel and boulders near the bridge abutment. Proposed landscape will help restore and enhance shoreline and wetland habitats while providing a buffer between the trail and adjacent residences. *See figures 2 & 4 for more detail.*

The Portage Bay Bridge will either include a singular or dual bridge design. The project team will decide on which design to use based on environmental and community impacts as well as bridge geometry, location of utilities, traffic systems, and lighting. The proposal includes a box girder bridge design with tapered piers, highway lighting, signage, and a 14-foot wide shared used pathway on the south edge of the south bridge. The design also includes two alternatives for proposed railing that includes a continuous or interrupted railing pattern. The interrupted railing patterning integrates the lighting bases. *See figure 3 for more detail.*

The Roanoke Lid design includes a series of open spaces, gateway features, streetscapes, and pathways and connections to surrounding trails and neighborhoods. The lid is separated into three sections that are divided by 10th Ave and Delmar Dr. The sections west of 10th Ave and east of Delmar Dr include small open spaces, pathways, and mature vegetation and street trees. The area between 10th Ave and Delmar Dr will include a large open space with

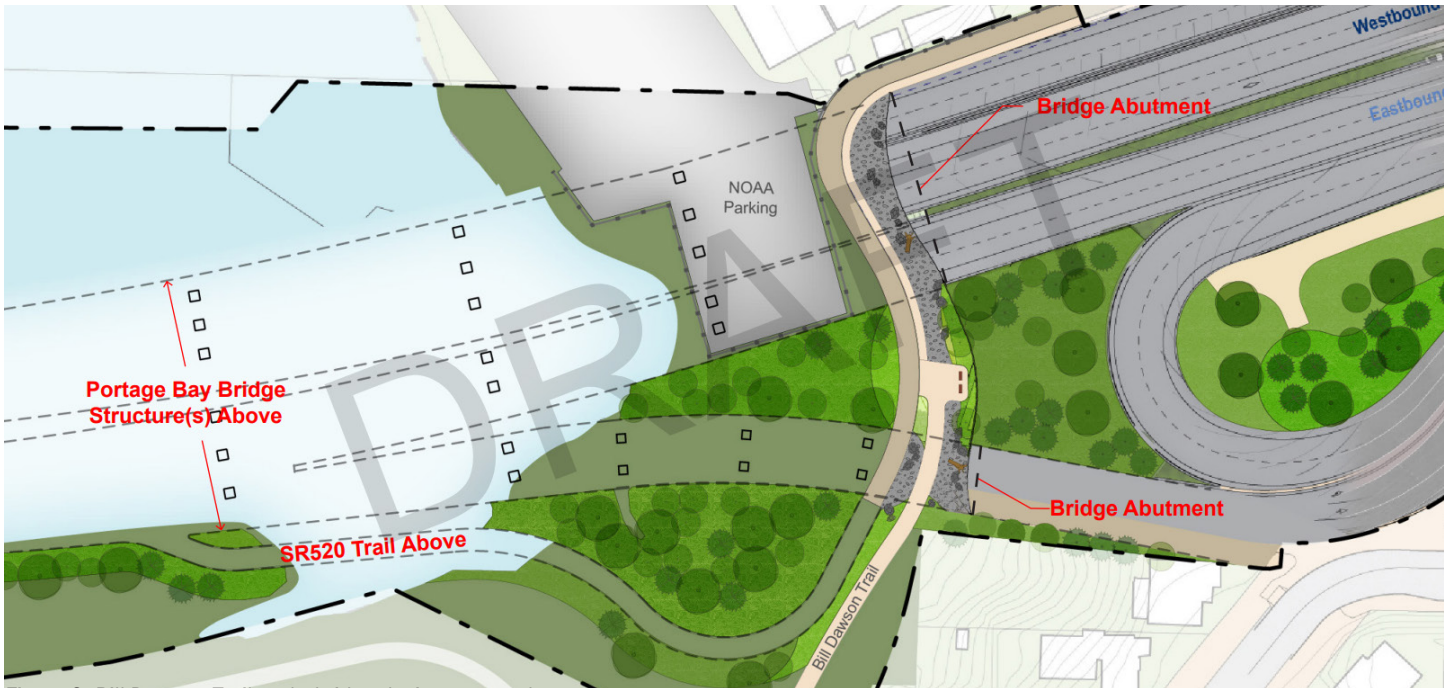


Figure 2: Bill Dawson Trail underbridge design proposal

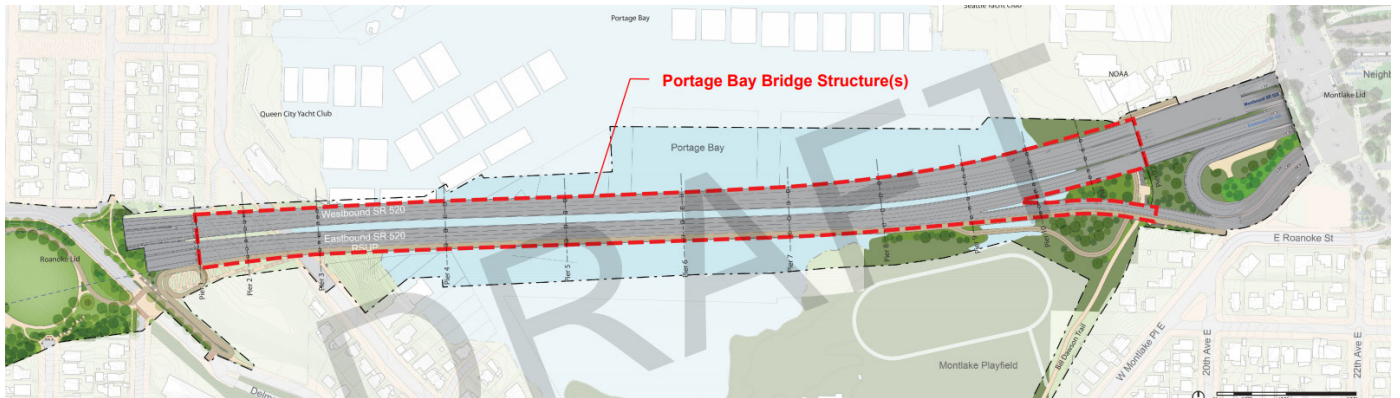


Figure 3: Portage Bay Bridge design proposal



Figure 4: Boyer underbridge design proposal



Figure 5: Roanoke Lid design proposal

a central lawn area, mature trees and other vegetation. A shared use pathway will wrap around the northern portion of the central open space. The proposed lid design will also provide connections between the central open space and Delmar Dr, Federal Ave E, 10th Ave E, and E Roanoke St. The northwest and southwest corners of the central lid space along 10th Ave E are identified as neighborhood gateways and will include design features such as unique park sign, bike racks and parking area, drinking fountain, special paving, seating, and gathering space. Several overlooks are located on the southern portion of the lid near 10th Ave E and at the Federal Ave E street end and will include seating, special paving, and lean rails. The proposed planting framework will be used to transition from one space to another as well as restoring and enhancing habitat functions along the shoreline, wetlands, steep slopes. *See figure 5 for more detail.*

Agency Comments

Lyle Bicknell, OPCD, commended the project team for their continued discussion on design issues and then reminded everyone of the reason for choosing a simpler bridge typology for the Portage Bay crossing, which was due to fitting in with scale of the bridge typology of the early 1900's. Lyle Bicknell then mentioned that the current bridge design was also chosen to better integrate a smaller structure with the surrounding environment and to allow for more natural light come through. They then stated that the discussion around providing a single or double bridge is very relevant and strongly encouraged the SDC to discuss.

Lyle Bicknell then discussed the proposed open space on the Roanoke Lid. They agreed the updated design was comprehensive and provided thoughtful connections to the surrounding trail and neighborhoods. Lyle Bicknell then mentioned that the project team needs to think about the location of the signal control box and emergency generator, stating that the location will have a visual effect on the surrounding right-of-way, which is designated as an Olmsted historic corridor.

David Graves, SPR, stated that they proposed open space is a great opportunity to increase the usability of the Roanoke Lid and that it will engage well with the surrounding neighborhood. David then mentioned that the proposed lid and open space will compliment Roanoke Park. They then encouraged the project team to think about the lid as open space and cautioned the team from over programming the space.

Public Comments

None

Summary of Discussion

The Commission organized its discussion around the following issues:

- Portage Bay Bridge structure and design
- Roanoke Lid
- Underbridge areas

Portage Bay Bridge structure and design

The SDC appreciated the continued work being done on the Portage Bay Bridge design. Specifically, commissioners appreciated the tapering of the piers and columns below the bridge as well as the continued breaking down of scales and creating a rhythm of different elements such as lighting, blisters, railing, and signage. The SDC strongly encouraged the project team to ensure these are represented in the final design. The Commission did not have a preference regarding the integration of the blisters and railing, but recommended the team continue to break down the scale of the bridge with specific elements and to also consider how the rhythm of each bridge elements can be integrated with one another.

The SDC then commented on the proposed lighting. Commissioners agreed the existing lighting proposal seemed out of scale for pedestrians and recommended the project team study using smaller, pedestrian scaled lighting. Encouraged the project team to consider using lighting as a gateway element and also recommended the project team compare the proposed lighting options to existing lighting conditions.

Roanoke Lid

The SDC commended the project team for providing additional connectivity between the Roanoke Lid open space and the surrounding neighborhoods. Commissioners agreed the open space would serve as a destination for trail users and neighborhood residents. The Commission also appreciated how each gateway is uniquely designed and will provide differing experiences for users.

The SDC also agreed with the location, size, and grade of the open space and strongly encouraged the project team to continue to be mindful of creating a true park experience. The Commission also encouraged the project team to explore providing additional seating along the edges and areas away from the overlook to serve as an opportunity to rest.

Underbridge areas

The SDC agreed the proposed design for the Bill Dawson Trail underbridge is an improvement over what currently exists, but also strongly recommended the project team consider the scale of elements proposed within the context they are located. Specifically commissioners are concerned with the scale of the proposed boulders and recommended the project team be prescriptive about the scale of specific elements as it relates to the surrounding context. Commissioners appreciated the separation of pedestrian and bicycle traffic along the Bill Dawson Trail under SR-520. They encouraged the project team to continue to explore the width and materiality of the pedestrian portion of it to elevate a sense of hierarchy of use and to provide solutions to ensure the pathway provides sufficient space for both cyclists and pedestrians. Commissioners also encouraged the project team to consider narrowing the bicycle pathway and/or striping the mixing zones to encourage cyclist to slow down. The Commission recognized the low visibility around the turn of the Bill Dawson Trail and encouraged the project team to increase the sidewalk width or to provide other options such as lighting, to improve pedestrian safety in that area.

The SDC then encouraged the project team to do study natural light conditions along the edges of the underbridges to better understand what areas are suitable enough to support vegetation.

Action

The Commission thanked the project team for their presentation of design updates to the SR 520 Roanoke Lid and Portage Bay Bridge project. They appreciated the project team balancing community and citywide needs as well as focusing on connecting well within the surrounding neighborhoods. The SDC provided the following recommendations for the project team to consider as they further develop the design:

1. The SDC appreciates the tapering of pier and columns of the Portage Bay Bridge

2. The SDC appreciates the work being done to break down the scale throughout the Portage Bay Bridge design and recommends to continue breaking down scale as the project progresses.
3. Consider thinking about how to better integrate the rhythms of lighting, railing, blisters, and signage
4. Model how the one bridge and two bridge alternatives will look, especially below especially from below the bridge
5. Compare proposed lighting options against existing lighting conditions
6. Consider lighting as a special feature to serve as a gateway element
7. The SDC appreciated the connectivity into the neighborhood with distinct features of gateways and entry points along the Roanoke Lid
8. The SDC appreciated shaping the park as a place, and recommended the project team continue to be mindful of creating a true park experience
9. Explore adding more seating along edges (non-overlook) of the open space on the Roanoke Lid
10. Continue to explore the width and materiality of the pedestrian portion of the Bill Dawson Trail to support a of hierarchy of use and to provide solutions to ensure the pathway provides the right amount of space for both cyclists and pedestrians
11. Continue looking at alternatives in path edges and consider scale of elements, such as boulders and pavers, used along the Bill Dawson Trail underbridge to better fit with the surrounding context
12. Increase the sidewalk width and provide options to improve safety near the turn with low visibility on the Bill Dawson Trail