

Seattle
Design
Commission

APPROVED

MINUTES OF THE MEETING

7 April 2005

Gregory J. Nickels,
Mayor

David Spiker
Chair

Charles Anderson

Pam Beyette

Karen Kiest

Hannah McIntosh

Anindita Mitra

Sheri Olson

Nic Rossouw

Darrell Vange

Guillermo Romano,
Executive Director

Layne Cubell,
Commission Coordinator

Projects Reviewed

Fire Station 10 Improvements
Northgate Planning Overview
Northgate – 5th Avenue NE Street Improvements
Thornton Creek Water Quality Channel
Colman Ferry Dock Redevelopment
Alaskan Viaduct/Seawall Update

Convened: 8:30am

Adjourned: 4:30pm

Commissioners Present

David Spiker, Chair
Charles Anderson
Pam Beyette
Karen Kiest
Hannah McIntosh
Sheri Olson
Nic Rossouw
Darrell Vange

Staff Present

Guillermo Romano
Layne Cubell
Tom Iurino
Emily Podolak



Department of Planning and
Development

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7 Apr 2005 Project: Fire Station 10 Improvements

Phase: Alley Vacation

Previous Reviews: 16 December 2004 (Schematic Design), 18 November 2004 (Concept Design), 15 July 2004 (Pre-Design)

Presenters: Monica Lake, Fleets and Facilities Department
Ken Johnsen, Shiels Obletz Johnsen/FFD
Ed Weinstein, Weinstein A/U
Sarah Sodt, Department of Neighborhoods

Attendees: Beverly Barnett, Seattle Department of Transportation
Ruri Yampolsky, Seattle Arts Department
Molly Douce, Seattle Fire Department
Benson Shaw, Department of Planning and Development
Brian Mills, Seattle Fire Department
Milton Won, Weinstein AU
Jon Mikhels, Weinstein AU
Jess Harris, Department of Planning and Development

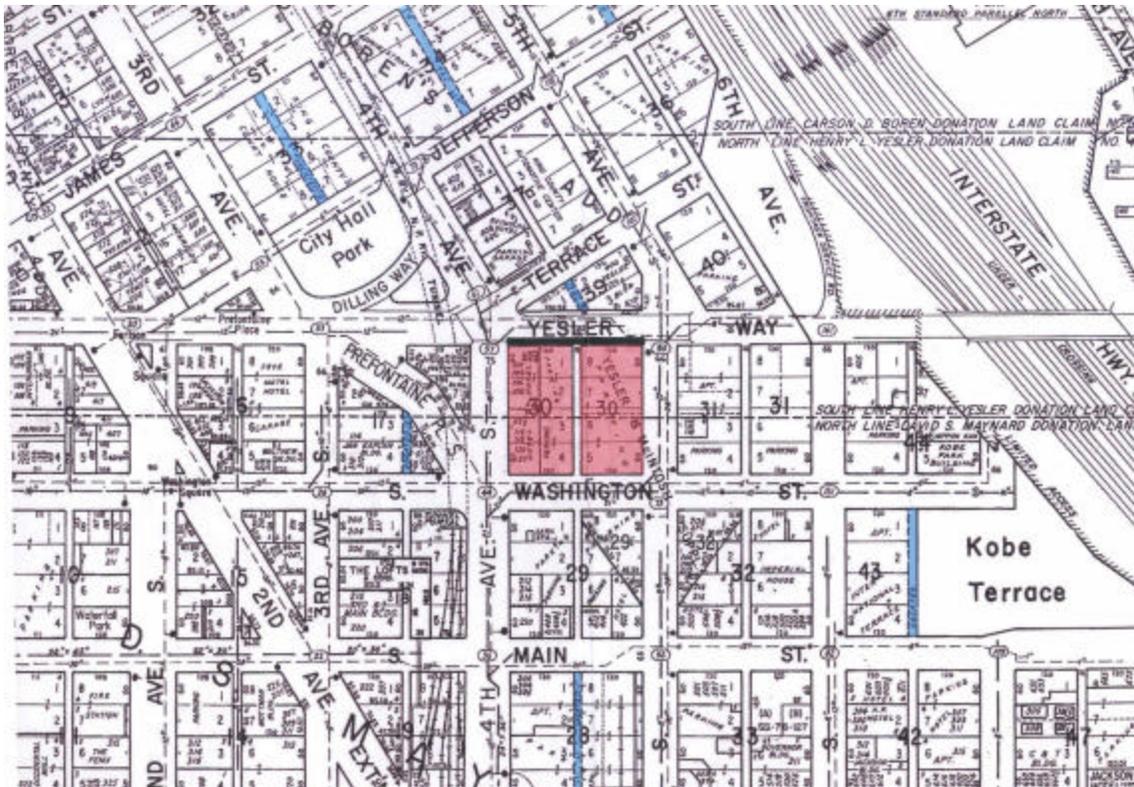
Time: 1 hour (SDC Ref. # 221 / DC 00334)

Action: The Commission thanks proponents for their presentation of the Fire Station 10 Alley Vacation.

- **appreciates the thorough presentation and clarity in both verbal and oral descriptions of the rationale for seeking the vacation;**
- **recommends that the art reference the purpose of the fire station as well as the historical and cultural influences of the adjacent communities;**
- **recommends the overall simplification of the landscape scheme, feeling it would improve the public benefit;**
- **encourages proponents to further develop the street edge at the northwest corner of 4th Avenue to enhance the pedestrian experience and public realm;**
- **believes that the proposed vacation is justified based on their assessment of the urban design conditions and the public realm, as follows: the existing alley that terminates at the Yesler viaduct is currently not particularly functional, the proposed scheme accommodates delivery functions without compromising the function on adjacent streets, and the proposed scheme elegantly enhances the civic campus nearby and the development of the two neighborhood edges that it lies between;**
- **recommends that, should the City Council approve the proposed vacation, the proponent's public benefit package is appropriate given the following reasons: the key civic functions of the project are inherently a public benefit, the network of open spaces around the perimeter of the site and the abstract landscape/art concepts designed to inspire and educate the public represent real public benefits, and the proposed green roof scheme will not only benefit the environment, but will also be a visible demonstration for the citizens as to the potential benefits and beauty of a sustainably designed site.**

Explanation of the need for a vacation

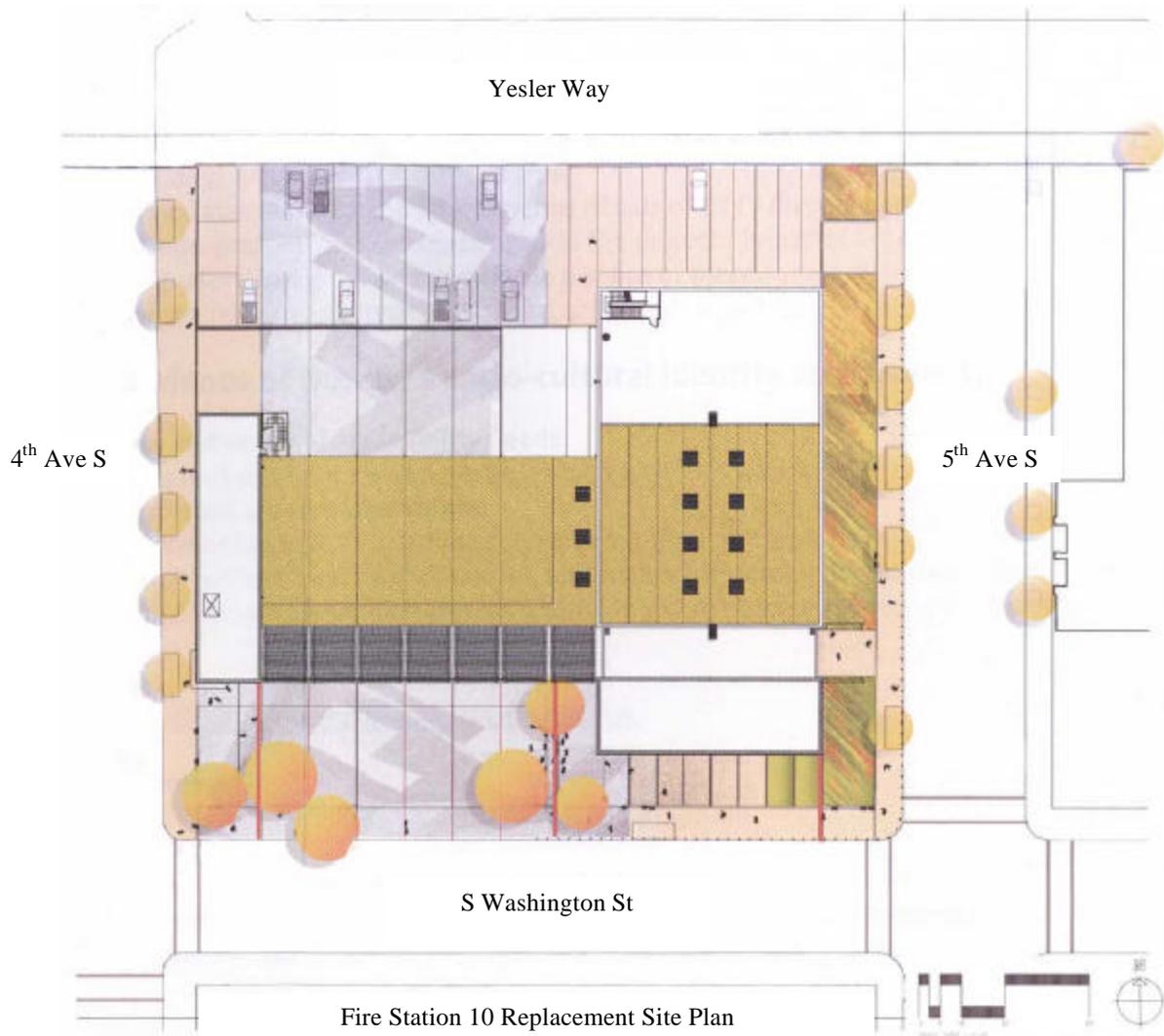
Although the program area for this project, Fire Station 10, Emergency Operations Center (EOC) and Fire Alarm Center (FAC) is almost exactly the same as the site area at approximately 61,000 square feet, the site topography challenged both the physical dimensions and adjacencies of internal spaces and the physical needs for the external maneuvering space for the apparatus and for site security. The need for emergency vehicles to respond to either the north (4th Avenue) or south (5th Avenue) on one-way downtown streets required the vehicles to leave the station on South Washington Street, the steepest street. This orientation requires that the apparatus bay of the fire station be oriented to face South Washington Street. The dimensions of this bay, with the associated spaces that must be on the same floor level exceeds the 120' dimension of the parcels presents two problems: the 80' depth of the bays themselves leaves only 40' for the apron in front of the bays for maneuvering the vehicles in and out (this is inadequate), and exiting to either 4th or 5th will require driving against traffic to respond in the other direction or increasing response time by circling around on city streets to head the other way. In addition, the alley vacation is needed for security for the other uses on this site, the EOC and the FAC. Both of these functions are critical for the functioning of the city during any civic emergency. Maintaining a publicly accessible alley in the middle of the block severely compromises the ability to provide security for these functions. For these reasons, vacation of the alley is necessary in order to place a functioning fire station, EOC and FAC on this block.



Fire Station 10 Replacement Plat Plan and Alley Context

The proposed design is a two and three-story building that steps up the slope of the site the Fire Station 10 portion is oriented for the vehicles to exit onto South Washington Street, with a public lobby facing the 4th Avenue/South Washington Street corner. The drive through arrangement for the apparatus allows for safer maneuvering of the large trucks as they return from calls. The

quieter EOC/FAC portion of the building is location along 5th Avenue, across from an existing apartment building. The secure parking area (set back 20' from 5th Avenue, the only entry and exit) is screened from view by: the elevated Yesler Way structure to the north, an elevated screen wall to the west, the building to the south and partially by the building and landscaping to the east.



The overall design objectives include:

- The design of the facility should respond conceptually to its site context
- The facility should be appropriately “civic” in character
- The facility should be functional, efficient, and cost effective
- The facility should be perceived as “threat aware” not “threat driven”
- The facility should demonstrate sustainable design features appropriate to building type/budget
- The open spaces at the perimeter of the site should be visually appealing and user-friendly

- Fire Station 10 should be the most visible and publicly accessible component of the facility
- The EOC and FAC should be understated, yet identifiable
- Surface parking should be located and screened to minimize its visual impact

Summary of the public benefits package

1. The public can benefit from an enhanced civic scale and character
 - Experience a sense of permanence through the project's scale, physical presence, social significance, and use of materials
 - although the building is only 2-3 stories tall and 40' lower than the height limit, the requirement for taller floors provides the building with a civic scale and presence
 - the use of a brick base with a profiled metal upper level serves to ground the building and give interest at the pedestrian level while providing a sense of solidity
 - red-colored accents area used in recognition of the significance of this color in Asian culture and as an indicator of public safety
 - Gaining a stage for civic life that accommodated both the planned and spontaneous rituals of the city's diverse populace and
 - The land use code does not require open space for this project however we are providing approximately 7000 square feet of open space around the perimeter of the building
 - Art along 5th Avenue provides a more passive, visual open space that is viewed by pedestrians and apartment residents
 - an interpretative area will engage the public in discussion of the historical associations between the Seattle Fire Department and the surrounding neighborhoods
 - going beyond functionality to engage the user's imaginations and create a sense of place
 - the landscaping along 5th Avenue is more than just a single variety of ground cover it mixes low growing vegetation of differing colors and textures to create patterns of visual interest
 - the artwork along 5th Avenue is intended to engage the viewer's imagination
 - the interpretive information along the south side of the building makes accessible a piece of Chinatown/International District history that was not public knowledge until now
2. The public can benefit from an experience of the city's socio-cultural identity and diversity
 - Reflecting different cultural perspectives and range of accessibility needs
 - There are abstracted elements of several Asian cultures planned for this project
 - Most of the artwork will be outside the building making it available 24 hours a day, 7 days a week
 - Enjoying art as an expression of the city's past, present, and future
 - The information in the interpretive area time the past with the present Seattle Fire Department. Fire Station 10 is the first new fire station of the fire levy with design based criteria for future stations
 - Seeing identifying elements of one's neighborhood and local character, while also understanding its connection to the larger civic realm
 - Color, texture, and interpretive art reference Chinatown/International District in the context of modern public safety.

3. The public can benefit from projects that area sustainable over time
 - Exemplifying environmentally sensitive design
 - The project aims to be LEED silver
 - The project will provide for the collection of hose drill water for reuse in drilling, truck washing, and for irrigation landscaping around the site
 - The project will have half of its roof area as a planted green roof
 - Conserving significant historic, cultural and ecological resources and
 - Granite from existing Public Safety Building salvaged for reuse on this project
 - Being inclusive of the city's most vulnerable populations, including children the homeless and the elderly
 - The accessible landscaping/interpretive art at Washington Street is available to everyone at all times as is public safety access to Fire Station 10.

Public Comment

Beverly Barnett, Seattle Department of Transportation (SDOT)

- Believes that continuing the alley in this area is not needed and the alley vacation supports the program and public safety aspects of the project. Some questions remain from the SDOT perspective in regards to the building's qualities (materials, design elements.) The traffic analysis should be received soon. SDOT believes that the public benefit package is going in the right direction, but will be looking to the expertise of the International District Review Board and Design Commission in regards to determining an adequate public benefits package.

Commissioner Questions and Comments

- Asks for clarification of the no alley vacation alternative diagram which shows the whole back open, asks what goes there and if parking will continue down to 4th Avenue
 - The parking does continue at an elevated level, there will be a retaining wall which offers an opportunity for mural art. The wall descends with the slope but remains 15-16' tall
- Asks if set back is required in public space area
 - Bollards are there to provide protection from vehicles but people can still use space
- Asks if there are street trees along 4th Avenue
 - There should be; must be misprint on plan
- Asks where garbage pick up and deliveries will occur if not in the alley
 - Services will be accommodated on the apron and on parking deck
- Commends decision of green roof, especially with its high level of visibility
- Asks about the quality of the building (modern, historic, international)
 - It is located on the edge of three neighborhoods: Pioneer Square, Government District and International District, the design aims to compliment all three. The design is an abstraction-an intelligent reference, not literal reference to Asian cultures.
- Asks if the retaining wall on the backside of the building could rather have a natural treatment and landscaping
 - Hesitant because it is a security zone and don't want people accessing building from the rear. It might be possible for some landscape terracing.
- Commends for integrating an art program in the public realm
- Asks if proponents are including fire and firefighting into the artistic interpretation
 - Yes, it will cover the history of firefighting in Seattle and across the two cultures

- Asks if proponents considered using elements of feng shui into the design
 - No haven't explored it, but will
- Comments that the building does have good feng shui with its opening to the south
- Comments that a public benefit of the building spreads beyond the neighborhood to the city, it creates a vocabulary for civic buildings throughout the city of Seattle
- Believes that some of the design abstractions are somewhat of a stretch. Asks proponents to revisit how abstraction is appropriate
- Appreciates how proponents incorporated community feedback
- Suggests that there is too much landscaping around the bay causing a cluttered look, suggests that proponents simplify
- Agrees and suggests a grove of trees that frame either side of the apron
- Believes that a public benefit of the green roof is its visibility and there is a lot of potential to incorporate educational elements
- Approves of the design references, does not believe they are a stretch
- Asks how much additional open space proponents provided above what was required
 - All of it, no open space is required for this type of project
- Asks how many parking spaces are required
 - 31 spaces, but the design allows for 44 spaces
- Encourages proponents to readdress the 4th Avenue section of the design, believes that it feels left over and that there is a void where the service center was once proposed
 - Will readdress it during design development
- Commends the design's ability to bring together the three neighborhoods, but believes that addressing cultural elements through the design can be a touchy subject and looks forward to how it plays out

7 Apr 2005 Project: Northgate Planning Overview

Phase: Staff Update

Previous Reviews: 4 November 2004 (Briefing)

Presenters: Jackie Kim, Office of Policy and Management
Barbara Wilson, Seattle Planning Commission
Lyle Bicknell, Department of Planning and Development

Attendees: Amy Yamabe, Seattle Department of Neighborhoods
Benson Shaw, artist in residence
Shane Dewald, Seattle Department of Transportation
Sandra Woods, Seattle Department of Transportation
Kristia Kofoed, Department of Planning and Development

Time: 1 hour (SDC Ref. # 220 / DC00341)

Summary: Three city staff members responded to the Commission's previous request for a clearer grounding in the emerging urban design and planning efforts at Northgate and presented brief summaries on the area's history, the eight projects envisioned in the next five years, and the urban design ideas generated at the recent technical design workshop held on March 7th. The Commission appreciated the thorough update which also helped set the context for its review of the following two CIP projects proposed for the Northgate area.

Northgate Update

The presentation provides a summary of the on ground changes that are currently underway and occurring over the next two years. The groundbreaking for the library and community center occurred 2 and a half weeks ago, both of the existing buildings have been demolished, and hopes are to open new facilities by late spring 2006. Following the library and community center construction will be the 5th Avenue streetscape project; coordination with the mall on their construction of a new pedestrian entryway on their property is currently underway. The mall has put in their MUP for new restaurant and retail spaces. The Northgate stakeholder group provided advice on the project and encouraged work on the pedestrian system, especially between the transit center on the west side of the mall and the entry located off of 3rd Avenue. A lot of energy is now being spent on the South Lot area on the Thornton Creek Water Quality Channel and also on the mixed use development by Lorig and the ERA Care, senior residence facilities. Work is also beginning on addressing a new 3rd Avenue street extension.

Attention and energy is being spent on coordinating all of these projects; the Northgate stakeholders group has provided advice on every major project. Efforts have been made to ensure communication between the Northgate design review board and the City design commission: one member of each board is attending the other's meetings.

On March 7th, the Northgate Technical Design Workshop brought together designers, CIP project managers, elected officials, city staff, Northgate stakeholders and private proponents to talk about how to form sense of place for Northgate

Northgate Technical Design Workshop Summary

The workshop focused on creating a cogent and comprehensive analysis of the Northgate area, looking at how all of the projects fit together and form a sense of place for Northgate. The workshop participants worked in two groups to analyze primarily the south Northgate area where the greatest concentration of projects is occurring. The workshop resulted in two takes of analysis which will be combined into one plan. Requests feedback from the Design Commission as to which elements they feel the workshop got right and wrong.

The 1st group focused their analysis on edges. There are five main edge conditions surrounding the study area; they offer challenges and opportunities: steep retaining walls, naturalistic conditions, planted medians, street trees and hard edges. As a result of the analysis, the workshop participants provided cross sections of possible street configurations in relation to the edge conditions.

The 2nd group focused their analysis on nodes, as key connections and locations that warrant special attention. Nodes include the civic node at the crossing between the mall and the civic center, the Thornton Creek area node, the South Gateway Node – the entry to the Southgate neighborhood and the 3rd Avenue Node.

Both groups saw street trees as a critical way to create a sense of place and to tie the area together in a cost-effective way.

Overview of the Planning Commission's Involvement

The planning commission has been involved over the last 6 years as advocates, reviewers, advisors, facilitators, and as champion of the public good on the Northgate projects. They first got involved in 2000 when asked by City Council and the Strategic Planning Office to help engage the community in efforts to create Northgate urban center. The planning commission suggested holding a town center charrette. They convened the charrette and created a report in 2000. Over 60 community members, elected officials, and city staff members participated. The 5th Avenue streetscape design was based on charrette work.

The planning commission has also been involved in the comprehensive plan of Northgate which is now being adopted into the city's comprehensive plan, the library design guidelines, public processes regarding Sound Transit and King Co Metro, and advised the mayor on the potential for Northgate development and reviewed the mayor's proposal.

7 Apr 2005 Project: Fifth Avenue NE Street Improvements

Phase: Design Development

Previous Reviews: 4 November 2004 (Schematic Design), 19 February 2004 (Concept Design)

Presenters: Shane Dewald, Seattle Department of Transportation
Sandra Woods, Seattle Department of Transportation
Amy Yamabe, Seattle Department of Transportation
Jackie Kirn, Office of Policy and Management

Attendees: Richard Loo, Lorig Associates
Kristia Kofoed, Department of Planning and Development
Scott John, Department of Planning and Development
Barbara Wilson, Seattle Planning Commission
Lyle Bicknell, Department of Planning and Development
Masako Lo, Seattle Public Utilities
Benson Shaw, artist in residence and Dept of Planning and Development

Time: 1 hour (SDC Ref. # 169 / DC 00327)

Action: The Commission appreciates the proponents returning to present design development of the 5th Ave NE streetscape improvements and

- **believes that the presentation was greatly enhanced by the broader context of the Northgate area provided in the previous presentation;**
- **would have liked to see site plans that reference adjacent projects and recommends always referencing the larger picture because the Commission does not remember everything presented during previous presentations ;**
- **supports the design development, work, but recommends unifying the tree species in the median and simplifying the planting palette for the elongated tree pits ;**
- **encourages the proponents to treat this project as a design foundation for the future redevelopment envisioned for the broader area;**
- **believes that the proponent's proposed simplification of the pavement layout relevant to the tree pits is a positive improvement to the plan;**
- **recommends approval of design development.**

Project Summary

The goal of the street improvement project is to begin to change 5th Avenue NE between NE 100th Street and Northgate Way NE from an arterial street with a vehicular emphasis to a more pedestrian friendly corridor that accommodates all modes of transportation. The City worked with the community to develop a conceptual plan and this work is documented in the *5th Avenue NE Streetscape Design Final Report*. Phase I of the project will improve the segment between just south of Northgate Way NE to NE 105th Street. The project is coordinated with the new Northgate library, community center and nearby property owners.

Project Elements

Streetscape improvements: The project includes a pedestrian promenade that connects the library/community center with Northgate Mall and transit stops, textured concrete crosswalks, wider sidewalks with street trees providing separation between pedestrians and traffic, landscaped street medians: including street trees and ground cover, new traffic signal including mast arms, video detection and emergency vehicle preemption, and improved street lighting including pedestrian-scale lighting.

Community Involvement

The *5th Avenue NE Streetscape Design Plan* was developed as a result of extensive community involvement in 2000 and 2001. Throughout 2003 to present, from the design concept to nearing the 90% design, the project has been presented at four Northgate open houses and three community forums. The project has been presented to the Northgate Stakeholders Group five times with additional input provided from a Northgate Stakeholders Subcommittee group that was formed to closely review the project and provide advice to the larger group.

Since last Commission presentation proponents have added a fourth crosswalk, proposed an upgrade of the traffic signals, provided video surveillance, did not lengthen median, modified tree pits more elongated and narrowed, collaborated on plant list and design with landscape architects who are doing the mall landscaping
Final layout has evolved

Goal to provide a wide diversity both native and non-native, characteristic of naturalistic wetland types of plantings. Plantings in elongated tree pits are repeated in specific areas along the length of the medians to break it up and create a pedestrian scale. Combination of variety in plants in the ground plane and in the over story both work together to create a neighborhood scale street rather than arterial. Tulip trees are used in central points along the medians and Norwegian sunsets planted in the along the curb edge of medians to create continuity. At 105th much more naturalistic type of setting, quite a few trees of significant size and minimize impact on these trees adding a few large-scale Oregon Ash that will blend in with more natural area and hazelnuts as under story.

Commissioner Questions and Comments

- Last meeting comments had to do with layout, geometry, spacing and types of trees, asks to address and talk about changes made from last presentation
 - Addressed the need to have a strong read of the pedestrian zone rather than curb edge zone by providing a pattern and elongating tree pits which allows more room for sidewalk, stayed with a consistent tree type throughout with the addition of adding a grand canopy tree in the median where there is space to allow its full growth keeping with overall vision of Northgate that has a strong emphasis on trees, the opposite side of mall entrance needed something to happen there that was responsive to the adjacent private property and the function of the entry way.
- Are there any changes of tree locations, in ordering of trees or geometry of trees in relation to last presentation
 - Did not have opportunity to move driveways to fill in gaps, they can not change, instead see an opportunity to create a theme of trees in pairs in an effort to achieve some sense of order

- Comments that using maples next to tulip trees does not help the continuity of the streetscape, recommends making the whole median tulip trees and let the maples sit on the outside edges of street in groves. Since street edges are so fragmented, it would be stronger if median had one treatment
- Agrees stick with one treatment for continuity
- Comments that they would have appreciated a context map, which was requested last time
- Believes that street trees in medians will help unify area and should match up to street trees on the edges, even if there are big breaks on sides for existing driveways, if this grid existed it would be possible to fill in trees when the driveways are no longer used
- Believes that the area around the civic center and mall is evolving nicely, the crosswalk benefits the area and the plantings strengthen the entrance
- Agrees that leaving the planting design loose and informal and decided on site to respond to happenings on 102nd is the correct approach to situation
- Believes that plant palette can be simplified and encourages use of native plants
- Suggests that area could be more urban and less suburban, questions the use of planting pits in open, vulnerable areas such as along the street edges, believes it looks odd and that the plants often suffer
- Disagrees, believes that the planting strip breaks up the flat horizontal plane, but agrees that unification of the plant type will create order and consistency
- Reminds proponents that although the Commission is not comprised of all landscape architects it is comprised of designers who are visual people who understand best with graphics, technical drawings etc. and would appreciate more context maps, cross sections, etc. to gain an understanding of the space
- Asks if there is on street parking
 - No
- Believes that pavement scoring is an improvement to integrating the streetscape and diverting to a different treatment along the creek
- Believes that the strength of our comments are based on the fact that this is a significant feature in the terms of Northgate and want this streetscape be strengthened from a design point of view
- Comments that all agree on desire to improve Northgate and to create 5th Avenue as a great street that isn't just about traffic and cars; to the point that landscape can affect this is about the only thing they have at this point so all are struggling to get the landscape to be as clear strong and helpful in that way as possible, asks proponents to take comments in that context

7 Apr 2005 Project: Thornton Creek Water-Quality Channel

Phase: Concept Design

Previous Reviews: none

Presenters: Miranda Maupin, Seattle Public Utilities
Richard Loo, Lorig Associates
Peggy Gaynor, Gaynor, Inc.
Greg Giraldo, SvR Design

Attendees: Jean Wu, SvR Design
Kuei-Hsien Liao, Mithun
Keith Hinman, Seattle Public Utilities
Ingrid Wertz, Seattle Public Utilities
Norm Schwab, Council Central Staff
Meg Moorehead, Council Central Staff
Nancy Ahern, Seattle Public Utilities

Time: 1 hour (SDC Ref. # CIP)

Action: The Commission thanks the design team for presenting early design work on the Thornton Creek Water Quality Channel Project.

- **appreciates the context and history, as it helps the Commission to understand the specific influences on the project;**
- **feels positively about the concept and encourages proponents to look at the interface between habitats, specifically the making of an environmental habitat and the existing urban habitat for people, and to make those contrasts strong as a way to guide the design and place making and would like to see a clear gesture as to what the proponents expect the place to be;**
- **recommend that the proponents further explore the ERA Care site and better relate the building to the channel project and to revisit the northern portion of the housing where it borders the water quality channel, as it seems to be squeezing the park in that area;**
- **recommends that the proponents develop a clearer vision of the overall design concept;**
- **based on this consideration, the Commission recommends approval of the project's early concept design.**

The Thornton Creek Water Quality Channel project will use natural drainage system technology to enhance Thornton Creek and provide 2.7 acres of valuable open space for the Northgate community. The design allows for year round water flows through the channel with higher flows during rainy weather.

Located at the headwaters of the South Branch of Thornton Creek, this site offers the last available opportunity to provide water quality treatment to this 670-acre drainage basin before stormwater reaches the creek. The channel design diverts stormwater from the drainage pipe under NE 100th Street to a series of surface swales landscaped with amended soil and native plants to help clean, infiltrate and slow the stormwater before it reaches the creek. The channel

will have water flowing in dry weather, as well as cleanse stormwater from the frequent storms. The existing storm drain pipe will stay in place to carry high storm flows when the channel cannot handle all the stormwater volume.

The design will also include native landscaping and pedestrian pathways that provide access through the site with connections to the Lorig mixed-use development, the King County Transit Center, the Northgate Mall and the new Library and Community Center just up 5th Avenue NE.

Proponents considered three design alternatives:

1. daylight
2. natural drainage system
3. combination of daylight and natural systems

Community involvement has included five meetings of presentation and discussion at the Northgate Stakeholders Group during early 2004, presentation at the March Northgate Community Forum. Feedback from the Stakeholders directed the desired alternative (#3 above) for the site and the reconfiguration of the site to integrate the project with the Northgate Commons development proposed by Lorig Associates. In 2004 the Council approved the budget for the Hybrid option (3.3 million for construction), the purchase of 2.7 acres and an MOU to coordinate with Lorig Associates.

Thornton Creek Water Quality Channel Project Concept



Design Parameters to guide South Lot coordination

Goals

1. improve stormwater entering Thornton Creek by enhancing water quality, and slowing down and infiltrating flows from smaller frequent storms
2. provide a safe and pleasing public open space that fits well into the Northgate Commons and surrounding streetscapes.
3. provide pedestrian connections through the site at key locations,
4. use native landscaping
5. provide year-round flowing water

Objectives

Channel

- Maximize stormwater improvement within channel area, while providing a beautiful water feature with native plant habitat and channel improvements appropriate to stormwater functions and urban setting
- Maintain or increase the channel area as specified in the Council-approved Hybrid alternative concept and water quality study. Maintain 24-foot minimum channel width
- Locate weirs and sediment cells to improve drainage function and if possible to provide additional aesthetic benefits

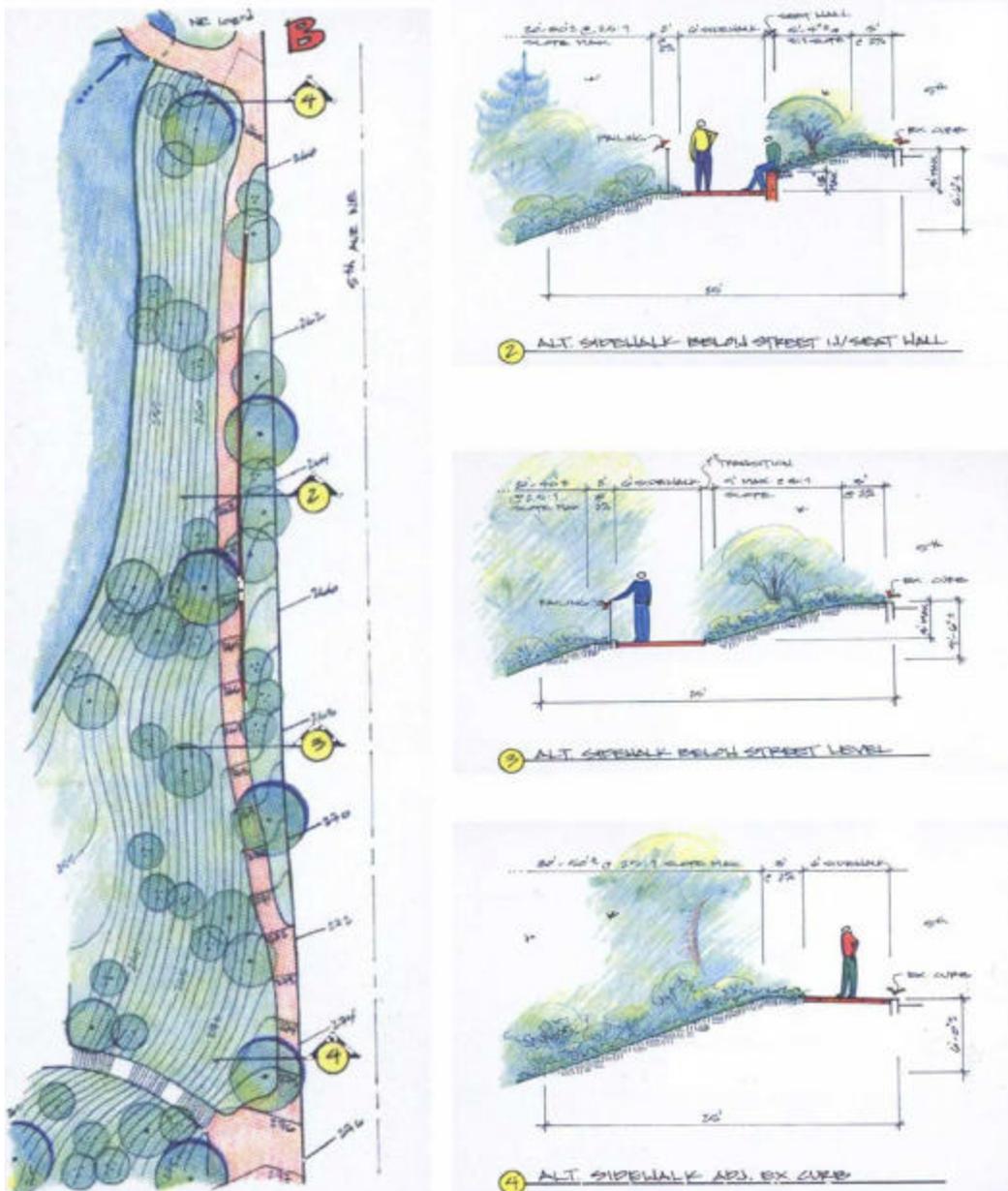
Circulation

- Provide a primary NE to SW pedestrian path that will allow light maintenance vehicles access to the channel throughout the site
- Provide ADA accessibility on primary NE to SW pedestrian path (preferred 5% slope or less)
- Maximize sun exposure to pedestrian access areas including paths and nodes
- Minimize the use of handrail requirements through the use of grading and vegetation
- Provide secondary paths as appropriate to connect the primary pedestrian path to 5th Avenue and 100th Street and publicly accessible corridors in the adjacent development that leads to 103rd street and 3rd Avenue
- Evaluate additional internal secondary paths to provide maintenance access or site exploration
- Provide vector access and staging area for sediment cell maintenance

Site Design

- Slopes: preferred maximum slopes of 2.2:1 and retaining wall heights of 4-feet or less. Maximum allowable slopes of 2:1 and maximum eight-foot high retaining walls. Slopes and retaining walls subject to geo-technical and structural engineer evaluation before final approval
- View Corridors: provide view corridors through the use of grading and vegetation that maintain visibility of paths from surrounding street sidewalks to ensure safety and scenery
- Landscape: utilize a variety of native and northwest thriving plants that provides for wildlife habitat and is adaptable to an urban setting. Explore planting designs that recognize both formal, higher maintenance zones and more informal lower maintenance zones
- Art: incorporate art and artistically modified elements, which enhance site aesthetics and illustrate the water quality and open space functions of the project. Artwork will demonstrate principles and goals of the Northgate Art Plan
- Amenities: incorporate key amenities (lighting, benches, signage) to ensure safe and pleasant walking and exploratory experience for the public
- Paving: minimize paving throughout the site. All paving should be pervious to the extent feasible
- Property boundaries: establish easements and setbacks to maintain or enhance open space function

Thornton Creek Water Quality Channel: future park-like sidewalk design



Overview of Northgate Commons: 490 residential units, 110 units are condos for sale, 1000 square feet of retail space, 6 story building

Goals for the Northgate Commons and Thornton Channel connection include presenting an attractive view from the commons to the channel, enhancing the pedestrian connections across 3rd Ave, terracing down towards the channel. Both the ERA facility and Northgate Commons will face the channel. The proponents asked for the Commission's feedback in regards to public/private partnerships and the urban/nature interface. They plan by next Commission presentation to present established boundaries and easements, refined channel/water quality design and site plan, bridge details, art plan concepts, planting schematics and site amenities.

Commissioner Questions and Comments

- Believes that it is early in the design phase, there is lots of room for positive things to happen right now it looks just like a water quality project
- Hopes to see a better interface of the urban structure affecting this fluidity concept; could look like a leftover place or overly naturalized place, encourages proponents to explore strong ways to express its functions perhaps through strong contrasts
- Requests drawing that shows relationship between proposed buildings and the space
- Encourages proponents to provide pedestrian connections to 5th Ave near ERA Care to increase invisibility and connectivity
- Expresses concern about the southeast corner near the ERA Care building; hopes it can be integrated into the site and path system in a formal, organized manner
- Believes that the housing to the north is squeezing the park space, , encourages proponents to ask if there is anyway to reduce the size of the Commons and create more parking space
 - Are working on these transition spaces to allow change in scale
- Asks if this is a drainage project, is art, an earthwork project, or is it a public amenity or hybrid; questions if it is possible to do them all or is it better to emphasize one main function at the expense of the others, too ambitious
 - Trying to achieve all 3 of these; the primary goal is to improve water quality, but other components of habitat restoration, people use
- Encourages to clarify path system and make loop path

7 Apr 2005 Project: Colman Dock Redevelopment

Phase: Staff Briefing

Previous Reviews: none

Presenters: Tim King, Washington State Department of Transportation
Walt Niehoff, LMN Architects

Attendees: Kerry Ruth, WSF/Colman Dock
Kathy Stellings, LMN Architects
Amy Grotefundt, Environmental Issues
Marie Menzies, LMN Architects
Ann Sutphin, Seattle Department of Transportation
Jeff Bailey, LMN Architects
Rachel Bennet, LMN Architects

Time: 1 hour (SDC Ref. # CIP)

Summary: The Commission commends the proponent's very thoughtful and methodical approach and appreciates the opportunity to be involved in the discussion during this early stage and looks forward to continuing to be a part of the conversation with Washington State Ferries and

- **suggests that the proponents explore what they can do most immediately with the project, focusing on the dock programming;**
- **encourages the proponents to do what they do and do it well by focusing on creating an efficient, effective and elegant transportation hub, recognizing the project will be a catalyst for generating redevelopment in the surrounding area;**
- **encourages proponents to be mindful of the future and to consider the future uses of the land abutting the viaduct if/when it comes down;**
- **is excited about the potential for the terminal to be a structured landscape rather than just a large building;**
- **encourages the proponents to explore the Chelsea Piers in New York City as an example of programming possibilities;**
- **encourages bringing on a public artist early in the process to help stimulate design discussions and generate creative ideas.**

Proponents presented an overview of their early thinking on program and design options for the Colman Dock redevelopment. It is the first presentation to the Commission

The Colman Dock redevelopment goals address the following aspects

1. Operational
 - Replacement facility – future demands
 - Revenue generation
2. Transportation
 - Resolution of traffic/congestion issues
 - Enhancement of inter-modal connections
3. Urban Design

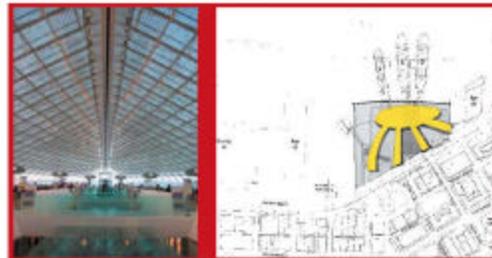
- Transit-oriented development
 - Regeneration of neighborhood
 - Enhanced connections to city/Pioneer Square
 - South anchor of dynamic new waterfront
4. Environmental
 - Commitment to health of Puget Sound
 - Low-Impact Development of Facilities
 5. Economic
 - Stimulus to local economy, tax base

They presented a strategy matrix on how four concepts address these aspects.

The four concept focuses include the

1. terminal focus – the concept develops an expanded dock more or less with the existing urban configuration. The terminal itself is the focus of the concept, both visually and functionally. A variety of uses would compliment the transit center which would serve as a regional iconic gateway

STRATEGY ORGANIZATION



TERMINAL FOCUS

2. east-west link-this concept creates a strong east-west public green space pulling the city out to the water's edge, it would provide public access to water views via green roofs/park. The terminal experience would front First Ave. at the Colman Building.



EAST-WEST LINK

3. water promenade- this concept creates a north-south water walk pedestrian promenade parallel to a new Alaskan Way Blvd. The promenade is punctuated by fish windows and is activated by the terminal and a variety of uses. This idea brings the urban fabric to the water and dramatically animates the waterfront experience



WATER PROMENADE

4. fish passage-this concept creates a landmark destination on the waterfront. The terminal would be pulled offshore to create shallow-water habitat and fish passage around and atop the integrated terminal would be vibrant public spaces and a variety of complimentary uses. The island would serve as an iconic symbol of the Puget Sound region.



FISH PASSAGE

Proponents are seeking the Commission's thoughts on

- East-west connections between the city and the waterfront
- Crossing Alaskan Way, including overhead connections
- Development and activity within the Alaskan Way right-of-way
- Density and critical mass to create a varied and active waterfront
- Upland view corridors and view setbacks along Alaskan Way
- Creation of a transportation hub with connections to various forms of transit
- Ferry terminal as an iconic waterfront structure

And asks for ideas on how to create armatures that can be built out when it is time, addressing changes in development, building flexibility, and on how to build on key building block.

Commissioner Questions and Comments

- Asks how security affects the design
 - Keeping it as flexible as possible, don't know requirements they are currently being reformed. Space studies are being performed as to how much is needed today and how much would be needed if 100% had to be screened
- Asks if there is projected increase in ferry use and how much
 - Every study shows an increase of 25% or so
- Asks if the ferry will be shut down during construction
 - No, will remain in operation
- Asks if there is a possibility to relocate somewhere else on the waterfront
 - It always is a question that is always followed with how far away can it be located to still allow walk-ons
- Asks if they have considered taking reservations
 - Have considered it, but hesitate because the majority of users are commuters. Have considered increasing pricing during peak use hours to deter use at that time. However, have increased fares dramatically and did see a flattening of use, but not sure if it is a response, ridership is rising again. In process of raising fares again
- Asks if proponents considered using credit cards and bank cards
 - Smart cards are something they are considering, it might offset some of the resistance to the raise in fares
 - What will work to change, improve ridership can be done by changing the metrics, ferry is currently required to achieve 80-90% return on the fare box, transit systems are usually 25-30%
- Comments that there is strong support to develop a waterfront district
 - Yes very excited however more emphasis needs to be defined on size and restrictions of the district
- Asks how one would define the Colman District (waterfront district)
 - Generally it goes east to 1st, north to Madison, south to Yesler
- Appreciates methodical and flexible approach to the issue
 - Given extreme change in topography, believes that there is a real opportunity to create a three dimensional landscape that extends its reach into the city, or the iconic architecture is that it just disappears into the landscape or a non-building
- Suggests getting more strategic about what is viable and what isn't in the near future
- Agrees, appreciates solving some of the challenges on the site and making others want to connect

- Likes the idea of vendors along the pedestrian bridges to activate area, such as the Ponte Vecchio
- Asks if housing can be built on dock
 - Proponents are open to the idea however a couple of issues security, noise and cramping the functions of the ferry, a hotel has been considered
- Believes that should focus on the site being a transportation hub and on how to decongest/stream line its transportation functions
- Believes that the east/west concept is the strongest, importance of making it a clean connection between the transportation systems and the city, including the waterfront trolley
- Recognizes challenge of what to do with the big surface parking lot for queuing, how to hide it, is mixed use compatible
- Suggests that proponents look at Chelsea Piers, New York for programming ideas
- Asks if proponents have thought of including a public artist to help generate ideas, possibly through WSAC
 - Suggests a framework to organize how to have conversations and discuss all of these elements during future presentations

7 Apr 2005 Project: Alaskan Viaduct/Seawall

Phase: Quarterly Briefing

Previous Reviews: 6 January 2005 (Update), 17 June 2004 (Joint Discussion); 20 November 2003 (Joint Briefing); 4 September 2003 (Joint Discussion); several previous

Presenters: Tom Madden, Washington Department of Transportation
Steve Pearce, Seattle Department of Transportation
Bob Chandler, Seattle Department of Transportation
Tom DePonty, EnviroIssues
Amy Grotefendt, EnviroIssues

Attendees: Donald Loseff, Seattle Center
Scott Macgill, City Council Central staff

Time: 1 hour (SDC Ref. #169 / DC00242)

Action: The Commission appreciates the proponents returning to present their quarterly design update thanks the team for providing measurements on the Viaduct's crack expansion and bringing a sample of the seawall's destruction by gribbles as evidence of the immediacy of the need to replace the Viaduct/Seawall and

- **appreciates the opportunity to hear about the safety plan, early thoughts on construction traffic solutions and the range of construction phasing options ;**
- **are especially interested in design changes now being contemplated in the project including a central lid over the tunnel along a major portion of the waterfront, the lowered Aurora option while noting some concern about giving up Broad Street, and the idea of a wider lid over the Battery Street tunnel in Belltown;**
- **looks forward to its next workshop on surface design issues with City staff from the project team in April and another quarterly update on the project as a whole in early summer.**

The Commission has followed the project for a number of years; this year proponents have agreed on quarterly updates, and last presented during early January.

As for the status of the structures, settlement of 1'4" has been discovered on viaduct since last meeting, measured with an accuracy of 1/8", and in total it has settled 4 1/4" and at 6" emergency repairs would be performed to fix the supports underneath. A crack also being monitored was 4mm wide has widened 3/4 mm more. The bottom line is that it continues to move even though there has been no earthquake activity, and in summary, something will have to be done sooner or later. Also damage is evident on outer wood layer of sea wall. Both structures are either moving or failing.

This year will be spent developing draft construction phasing approach, a transportation management plan which will take all this year and into next year, supplemental draft EIS will address how to build it, how to handle traffic and the north-end improvements. Plan to start work in 2008 on utilities and major construction in 2009, both are funding dependent.

Continuing to work on plans for north of Battery Street tunnel (north end improvements) and will present to the Commission around June. Currently updating emergency closure plan and will go back to Council in July. The emergency closure plan addresses what happens if an earthquake occurs sometime soon. Over the next five months, proponents are looking at options of construction ranging in completion time between five and nine years, dependent on if viaduct keeps two lanes open, if it is completely closed or is a combination of the two. The timeline is complicated by other construction projects being completed at the same time, including the aquarium and its park, and the construction of the entrance and exit of the tunnel.

Proponents comment that maintaining access and mobility during construction will be a huge challenge and has limited resources to accomplish it. The city's policy is to maintain mobility and access for people, which translates to giving a priority to transit and freight movement. Proponents are looking at alternative driving routes for commuters and regional trips shift to I-5, and 405 maybe.

Public meetings happening in June will present some of these ideas.

Commissioner Questions and Comments

- Asks if considering the communication, public information for construction
 - Has hired a downtown construction coordinator to address this issue and another for Center City access. It will be intensive, will have multiple people to work with businesses, some form of stakeholders group will be formed to talk about tradeoffs in regards to the construction process
- Asks if coordinating efforts and scheduling with Colman Dock
 - Yes
- Expresses concern over removing Broad Street in the north end improvements
- Thanks proponents for responding to past actions and addressing the construction management aspects of the project
- Appreciates the opportunity to hear about the safety plan, the early thoughts on construction traffic solutions and the range of construction phasing options
- Suggests that proponents explore ways to improve transit and make it more attractive