Seattle Design Commission

MINUTES OF THE MEETING

October 4, 2007

Projects Reviewed
Second and Pine/Avalon Holdings - Skybridge
Solid Waste Transfer Station Master Plan
SDOT Art Plan
Alaskan Way Viaduct- South End Project

Convened: 8:30am
Adjourned: 3:00pm

Commissioners Present
Karen Kiest, Chair
Tasha Atchison
Brendan Connolly
John Hoffman
Mary Johnston
Juanita LaFond
Dennis Ryan
Norie Sato
Darrell Vange
Darby Watson

Staff Present
Guillermo Romano
Layne Cubell
Vivian Chang
Tom Iurino

Department of Planning and Development
700 5th Avenue, Suite 2000
PO Box 34019
Seattle, WA 98124-2000

T: 206-615-1349
F: 206-233-7883

4 October 2007	**Project:**	**Second and Pine/Avalon Holdings**
	Phase:	**Alley Skybridge**
	Last Reviews:	None
	Presenters:	Lee Winn, Sienna Architecture
		Paul Brenneke, Avalon Holdings
		Tom Bartholomew, Lorig Associates
		Jack McCullough, McCullough Hill
		Jonathan Morley, Berger Partnership
		Beverly Barnett, Seattle Department of Transportation
	Attendees:	Charlie Wallace, Sienna Architecture
		Courtney Kaylor, McCullough Hill
		Cathy Abene, Seattle Department of Transportation
		Angela Steel, Seattle Department of Transportation
		Bruce Rips, Seattle Department of Planning and Development
		Mark Troxel, Seattle Department of Planning and Development
Time: 1.0 hour		(SDC Ref. 170)

Action:

The Commission thanks the proponents for their presentation on the Second and Pine Alley Skybridge. The Commission, in its deliberations, was guided in part by the new joint SDOT and DPD Director's Rule on Skybridges, recent written comments from the City's new Skybridge Review Committee, and the Commission's own Project Review Handbook. The Commission offers the following comments:

- **By a vote of 7 to 2, the Commission does not recommend approval of the proposed skybridge because:**
  - **it is not in the public's best interest**
  - **it does not provide a long term benefit to the general public**
  - **It does not contribute to pedestrian activity at the city's street level in ways other than what is already required.**
- **Recognize that the skybridge itself is not a significant design element, due to its small scale and size.**
- **Also recognize that the skybridge itself does not affect view corridors.**
- **Realize that the streetscape environment in this area is already active.**
- **Recognize that the function of the existing alley is for service and parking access, but that an at-grade pedestrian route to strengthen the connection between the two projects could potentially be explored.**
- **Recognize and emphasize that the Macy's garage is a significant component of the current project.**
- **Also recognize that the garage renovation provides an opportunity to explore future streetscape improvements, especially along 3rd Avenue.**

Recusals: Commissioner Atchison recused herself due to previous involvement in the project as the transportation consultant.

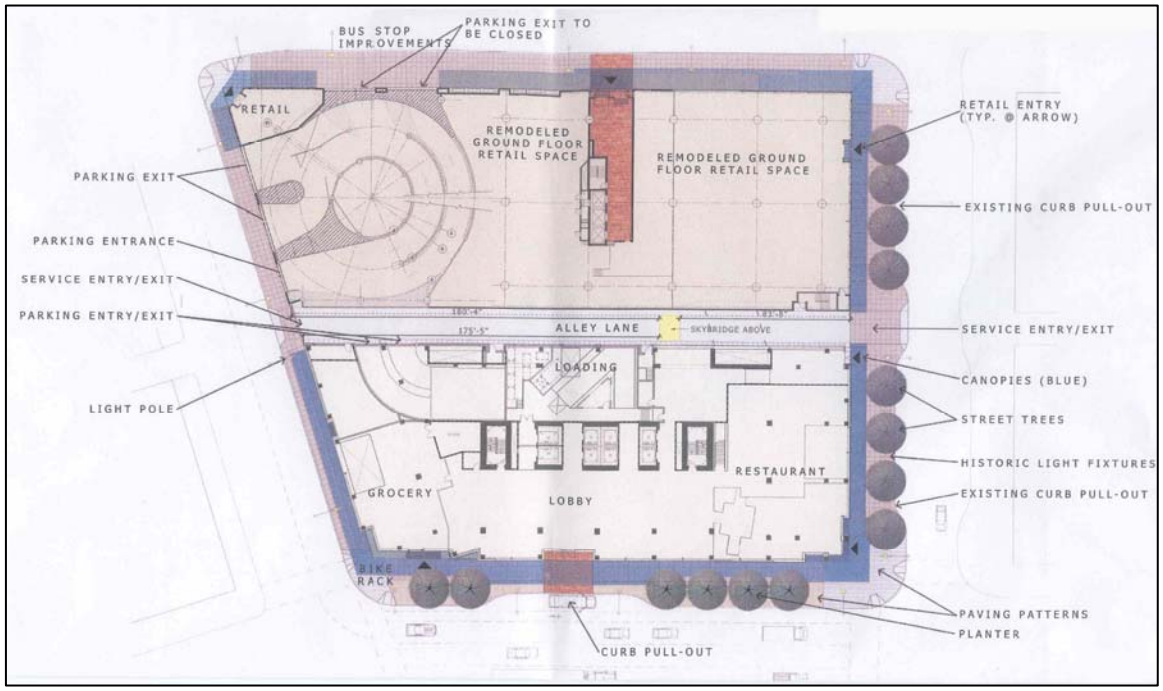
Proponent's Presentation

History of Project

The developer acquired the ground lease in 2001 and started on the western half of the block. The development stalled for two years due to 9/11, and was further postponed due to condemnation proceedings by the Seattle Monorail project, which entailed the loss of the northwest corner. The garage was recognized as a redesign opportunity after Macy's acquired it. The 2nd and Pine project was issued a master use permit (MUP) in 2001 and another in 2006 for a mixed-use residential, hotel and retail tower.

Project Description

Project plans minimize the amount of dedicated residential parking spaces in the tower in compliance with new parking code. There are over 80,000 square feet of retail space with five floors of neighborhood retail. The adjacent garage will be used for parking during for off-peak hours from Macy's. The opportunity to use the garage for market driven parking for a new tenant, a health club, is what now necessitates the skybridge. The skybridge will feature private, key card entry for health club members and residents. 3rd Avenue street improvements are being pursued alongside the renovated garage and tenants for the retail space in the garage building include an upscale Italian restaurant that is thinking of taking the ground floor. Parking ramps at northeast corner of garage will be cut off to minimize curb cuts and add new bus stops. There is a narrow window of opportunity for these new developments and the need for ancillary parking is critical. The purpose of the skybridge will be to replace vertical circulation in the tower given up to retail and to allow use by residents and health club members.



2nd and Pine Skybridge Orientation

The garage is in a prime downtown location and is bordered by retail on the north end and the convention center to the south, with connections to Belltown, athletic venues, etc.

There are view corridors down Pine towards Pike Place Market. The grid shift creates different streetwall and view experiences, along with a complex series of uses. The project team did not have the skybridge envisioned as part of the MUP, due to timing of property acquisition. The alley currently features access to residential parking for the tower and rear loading areas that work with loading, transit, parking and vehicle access on the other sides of the building. Because additional parking is needed, driven by market demand, the developers believe it is essential to include a skybridge connection. Alternatives include crossing the alley at grade, which is problematic due to the grade shift between the front and rear lobbies in the parking structure and the tower lobby, as well as safety and function. A tunnel option cannot easily be pursued because the ground is filled with vaults and utilities, and the creation of a tunnel lower than the lowest existing level would not make sense and would be costly. The bridge will accommodate building users, not the public, and will have controlled access and is one floor below the skybridge over 3rd Avenue between the parking garage and Macy's to discourage through flow pedestrian traffic. It will be suspended 64 feet in the air, and its dimensions will be 10 feet wide, 13 feet long, and 10 feet high. The materials will use a limited amount of structural mass to create as transparent a skybridge as possible with the minimum impact possible. The materials include a structural steel frame, with glass and metal panels.

The public interest served by the proposed skybridge ties into streetscape improvements proposed for 3 blocks of 3rd Avenue that work to connect the pedestrian experience and allow the parking garage to be a part of a viable streetscape, provide overhead weather protection, and create a real pedestrian street on Third Avenue. Benches, canopies and bus shelters will all be incorporated into the building façade as pedestrian oriented amenities. Also, the parking garage will have a new retail storefront on 3 sides. All of these developments are contingent on close collaboration by DPD, Metro, and tenants.

The palette for the streetscape includes precast, warmer colors, and will aim at restoring a lot of paving. The streetscape along Stewart edge and Pine will include the amount of street trees required by code and current conditions. However, the trees will be grouped per SDOT's suggestion, and large planters will provide a buffer at 2nd Avenue and Stewart Street. Along Pine Street, the drop-off area will be eliminated to expand the sidewalk in order to dedicate more space to the pedestrian environment. Seat walls will be incorporated and new lighting standards will be installed. Along 2nd Avenue and Pine Street, vertical green walls will be created in areas without glazing as a living medium with soil to help bring life to the street. Some of that same aesthetic will also be extended to street trees, paving on Third, and movable planters between fixed planters.

Scope and Timeline

The timing is good for the skybridge in the sense that this is the last step in the long pipeline of the project. Some, however, might see that the timing is off because it should have been included in the MUP two years ago. The team encourages the Commission to improve the urban environment by incentivizing people to make it better. In approving this skybridge today or at a subsequent design review, the Commission is asked to consider the following: seven curb cuts will be eliminated, five levels of retail instead of hundreds of parking spaces will be created, and a pedestrian corridor that has not been

used for 20 years will be reclaimed. The team hopes to walk away today with observations and suggestions by the Commission and that there will be ongoing review and discussion of the public benefits.

Commissioner Questions

- The alley will function like all do and proponent is not seeking an alley vacation?
  - Correct, alley will serve parking and loading.
- Has tunnel option been examined and is it feasible?
  - Yes, did consider and that option is included in the packet, but it's too costly, especially as construction of structural walls is already underway
- Is an at-grade connection possible? Why is it not in packet today?
  - Yes, but not preferred as there are many constraints including truck conflicts and ground level floorplates that are already programmed for retail and restaurant use.
  - SDOT has not reviewed that option yet.

Public Comments

- SDOT has long recognized there needs to be a change in how the City has looked at skybridge permits, which are term limited with an annual fee, but there has not been a consistent position. There is code language that says skybridges must provide public benefit and serve the public interest, so the question is whether the team is meeting that code? There is a desire to have stronger language to reinforce the code which is why the Joint SDOT and DPD Director's Rule was pursued last year. Skybridge Review Committee includes SDOT, DPD and DC staff and they have previously met with the team and are recommending against this proposal, after vetting with several departments. At this point, staff is seeking elevation of the proposal and the Commission's recommendation is needed.

Key Commissioner Comments

- The team could have made a stronger argument for the alley skybridge, rather than focus on public benefit which only confuses things.
- The team is implying that 3rd Avenue improvements are contingent on the skybridge, not sure that's the case.
- Clarify parts of the project and what's extra set of improvements with skybridge?
  - The west side of project was previously approved, but the east side was not. The garage is a standalone project but closely related, with improvement dollars coming from the project going to the garage and to Third Avenue. There is a grocery located in the tower's ground floor, and a hotel and 51 condos are situated on the upper levels. The skybridge is a necessary link between these 2 elements. The valet, condo residents, gym users will use the skybridge. The three-block plan for 3rd Avenue will start in November and will take a long time to fully implement, but this project is a key contributor.
- What is required for Third Avenue street improvements? What's required by DRB/DPD in the MUP? And what's required by zoning for garage

improvements? Good to clarify next time those elements already committed to and what will be done in the public interest over and above those along with the skybridge.

- What is the garage size and extent of improvements to that building?
    - The garage is at or above height limit. There are substantial proposed changes, including repainting of the exterior walls, the addition of new (ADA) rails, lobbies, and a new façade system. A construction permit has been secured.
- See value of improving part of Third Avenue, hopes there is opportunity for further discussion. More public good to be had with discussion.
- Not sure it's worth more discussion actually. Not convinced the project is not viable otherwise.
- Visual impact of skybridge especially with canting will not be an issue
- Do we follow new Director's Rule or look for another solution? That seems to be the critical question today.
- The issue with this particular skybridge is that it does not cause harm or a "public bad," but how does it serve the public good?
- Additional parking is not part of permitted need but rather is market driven; redistribution of parking to serve building's users.
- Patrons of Macy's garage who use the street entrances animate the streetscape.
- Macy's garage efficiently splits the users of the streets.
- There are reasonable alternatives to the proposed skybridge, such as sidewalks, that seem like they'd work.
- If the goal is to activate streets with more people, is there more public good with the skybridge?
- Ultimately, decision will be made by the City Council. The Commission's charge is to advise based on the information at hand and taking account of the new Skybridge Directors Rule.

4 October 2007 **Project: Solid Waste Transfer Station Master Plan**
Phase: Design Update
Last Reviews: September 2006; June 2007
Presenters: Henry Friedman, Seattle Public Utilities
Attendees: Michael Jenkins, Council Central Staff

Time: 1.0 hour (SDC Ref. 169/RS0607)

Action:
The Commission thanks SPU staff for the design update and supports the new direction of the project with the following comments:

- **Encourage SPU to bring these projects to the Commission starting as early as possible and factor that into the RFP process and project schedule.**
- **Offer assistance of one or two Commissioners in writing RFQ/RFP for the project.**
- **Suggest that one or several Commission members sit on the consultant selection committee.**
- **Understand that the two sites are different and have different design requirements.**
- **Encourage the consideration of different contractors to increase benefits of design differentiation.**
- **Emphasize that visibility of these facilities will enhance community's education about waste reduction.**
- **Commend the educational component envisioned for project.**
- **Delighted that the artist will be selected early on to best integrate with the design team.**
- **Urge the City and SPU to investigate collocation opportunities on these sites. Are there other City needs whether present or emerging that might be accommodated in these developments?**
- **SPU could strengthen design-build responses to this project by compiling a web-accessible compendium of examples drawn from jurisdictions across the world featuring design excellence in similar types of facilities and cutting edge sustainable design.**

Proponent's Presentation
Project Description
Last year, SPU made recommendations in its Solid Waste Transfer Facility Master Plan to improve its north and south transfer facilities and to send garbage directly to a railhead to eliminate traveling on public streets and increase efficiency. SPU will probably continue to ship by rail and there is no space for packing waste into containers before sending to the rail yard. The Council dealt with lots of politics regarding the condemnation of 16 acres of an industrial corridor in Georgetown for a new railhead transfer facility, so now the north and south transfer stations will continue to be used.

Currently, waste is packed at Union Pacific's cargo yard in south Seattle. Transfer stations are strong structures that were built in 1965 and they remain operable years later, but they are not flexible, which means they are not able to withstand moderate to big earthquakes. The Council approved funding to rebuild the north and south facilities, but more space is needed to manage different types of waste (i.e. yard waste such as compost, metal yard for metals, and hazardous materials, oil, etc.). The ordinance passed by Council allows for a phased implementation of the Master Plan and allows SPU to negotiate for the school bus yard, which stands at 9.1 acres, adjacent to the existing south transfer station. SPU will build a new station there while maintaining the existing station. The second phase will allow both existing stations at the south and at the north to shut down for rebuild once the new south station is open. The third phase includes the demolition of the old south station to build a new recycling station, and processing of other city waste (debris from road work and construction and demolition). The south transfer station boundaries are SR 509 to the west and SR 99 on the east. The groundwater table there is pretty close to surface, so a multilevel facility which uses gravity will be a better design. Architecturally, the height of such a facility needs to be around 60 feet, but since it will be surrounded by other warehouses, it will be challenged to look good.

North Recycling and Disposal Station.

Sounds, odor and dust will be mitigated by engineering controls and the building will be fully enclosed. View corridors to Lake Union down Interlake and North 34th Street, North 35th Street and Ashworth Street will be maintained. There is a five-foot minimum vegetative buffer line. Some trees will be lost, so SPU will plant trees in the five-foot curbside planting strip, with more evergreens using a drip irrigation system. In addition, more drought resistant plants will be planted as well. A zoning variance will be needed for a setback for the industrial buffer. The proposed facility addition includes an existing warehouse site which has been purchased and will be kept as a parking lot for employees and the adjacent building will be used for recycling. The building to the south of the planned recycling plant is a different building that may become either an office, employee locker room, or it may be torn down and be rebuilt for another use. An architectural style has not yet been chosen. SPU has decided on a design-build process. This is an important decision for SPU since it does not have strong capital project management oversight and is more committee-oriented. There is a possibility

North Recycling and Disposal Station

South Transfer Station Property Addition

for a particular architectural style. In the RFP, or request for proposal, a more industrial style building is planned and cost will be a significant consideration.

Schedule

SPU is currently working on the RFQ, or request for qualifications, which will be completed by early spring of 2008. SPU will then review proposals and ask finalists to respond to a RFP or request for proposals. A design competition for design-build contractors may be held to select a well-designed station.

Key Commissioner Comments and Questions

- Will there be rail spurs added at the existing Union Pacific cargo yard to improve efficiency?
    - No, freight rails need sufficient buffer space. In order to maximize freight efficiency, 6,000-foot to 7,000-foot long trains would be needed.
- Will design-build come in front of the Commission?
    - At one point early in the design process, there may be reviews.
- Will some Commission members be able to sit on the selection committee?
    - A selection committee has not been formed yet.
- Will this project need to meet LEED standards?
    - Yes, it will aim for LEED-Silver rating.
- How many contracts will exist for each of these sites? One or two? There is an opportunity to look at technology and architectural styles.
    - For now, one contract for both sites will be considered, depending on the timeframe. SEPA requirements, the environmental checklist, a detailed traffic analysis on air emissions, noise, etc. will be conducted. However, the process will take more time if people file complaints during the SEPA process, even though everything done to these stations are actually improvements.
- The Commission cautions SPU on the design-build process. Review outside the client group is critical. Also, the Commission should have oversight capacity through the latter stages of construction in design build to ensure quality design.
- Will the Second Use store stay?
    - In developing a reuse store, it is not always an economic decision.
- The facility should be highly visible to the community, and should provide an educational opportunity for public awareness of where waste goes.
    - Education is one of the goals. SPU wants to have an educational component and will need carefully designed safe viewing areas.
- What is the percent for art program for this project?
    - Art plan is in the process of getting approved. Included in the latest OACA RFP that closed in September. SPU didn't allow OACA to take the art funding from the solid waste fund. Other funding sources will be tapped.
    - SPU is in the process of selecting two artists in residence with a budget of $140,000 for each artist. It is a two phase process; the first step is to develop art on a temporary basis and the second phase is to work with the design team to incorporate permanent art at each site.
- Is SPU proposing a vacated street in the north station?
    - Yes, SPU is seeking to close off Carr Place North.

4 October 2007 **Project: SDOT Art Plan**
Phase: Design Update
Last Reviews: December 2005
Presenters: Anne Stevens, SDOT Artist in Residence
Ruri Yampolsky, Office of Arts and Cultural Affairs
Attendees: Angela Steel, Seattle Department of Transportation
Kate Leitch, Seattle Department of Transportation
Michael Jenkins, Council Central Staff

Time: 0.5 hours (SDC Ref. 169/RS0606)

Action:
The Commission thanks the design team for the design update, reinforces its previous support of the Art Plan and generally supports the direction of project implementation with the following comments:

- **Support the specific realizations of the plan, including CIP project elements such as the Fremont Bridge Tower residency and streetscape design elements focused on sidewalk pedestrian improvements.**
- **Appreciate the commitment to public process that the SDOT Artist in Residence program demonstrates and support its continuation and expansion to address other types of projects that celebrate art in the public realm in Seattle.**
- **Express some concern and hope for future projects at SDOT.**
- **Encourage the continuation of these early projects, especially given the need for comprehensive coordination of current transportation projects and new initiatives that prioritize bikes and pedestrians.**
- **Emphasize the strategic use of limited resources in carrying out the Plan and appreciate the achievement of balance in the mix of projects.**
- **The Commission offers its assistance to SDOT in moving forward and making the city better by helping to steward the Art Plan.**

Proponent's Presentation
Project Background
SDOT has long sought opportunities for aesthetic enhancements to the public realm, such as installations of art, enhancement of public places, or improving the architectural form of projects in the ROW. The Art Plan was developed in 2005 by then Artist in Residence, Daniel Mihalyo. It is available at www.seattle.gov/transportation/artplan.htm. The SDOT Art Plan is wide-ranging with short- and long-term opportunities. It serves as a resource manual and is broadly written to address a wide constituency with three sections: diagnosis of art in ROWs, identification of projects and opportunities, and the history of public art. The Art Plan has a 50 year life span. The plan also supports internal creativity at SDOT and active staff engagement on a range of project types that include: maintenance, small and large capital projects, recurring elements such as signage and wayfinding, planning phases, and major multimodal moves.

The Plan also seeks to expand the types of projects that art touches. The 2007 work plan developed by Anne Stevens includes toolkit implementation, the Fremont Bridge Tower Residency (recurring projects, non-textual art), sidewalk program (artist paired with maintenance people), and signal box guidelines (two dimensional art work).


Bridge Gear Public Access, Harbor Island

The Municipal Art Plan or MAP targets 1% for art funding for: Fremont Bridge approaches, Interurban Trail, and SDOT office elevator lobbies on the 37th, 38th, and 39th floors of Seattle Municipal Tower. CIP Projects include: Magnolia Bridge, Mercer Corridor, Northgate Coordination, and Spokane Street/Viaduct Widening. Ad hoc projects include salvage and reuse of industrial relics such as the lift turn cylinders for seating in Louisa Street End Park, historical displays of bascule bridge gears in parks, and special commemorative art installations such as the Spencer Memorial along Rainier. The Art Plan outlines a gesture/opportunity, but the Artist in Residence (AIR) is charged with implementation. In the case of the Spencer Memorial, the AIR met with designer to craft proposal, then the scheme was selected by citizens and traffic staff before moving forward to implementation. The poetry box was chosen by the widow of a victim of a street crossing accident on Rainier and Spencer.

Mobilize the Signal Cabinets!

Recording, reflecting, and preparing the annual work plan is a process that SDOT's AIR guides. The AIR produces monthly reports, makes presentations to the Public Art Advisory Committee (PAAC), and formulates future-thinking goals.

"Mobilize the Signal Cabinets!" is a new program designed to convey safety messages in creative ways to pedestrians and also adhere to the Signal Cabinet guidelines. Artist designed stickers fabricated by SDOT's maintenance shop will soon be seen on signal boxes along Rainier Avenue South. The art is meant to be distributed along a corridor on a small budget, and is a replicable project.

Key Commissioner Comments and Questions

- Who will perform the AIR function going forward?
  - SDOT will hire someone soon to do that.
- Traffic improvements have experienced a lack of coordination in the past. Also, art at human scale is important and should be emphasized and staff should have a shared understanding of humanizing potential for pedestrian safety.

    - One percent of total design budget is set aside for art in transportation projects, though large grant funded projects are excluded, and there is another small pool of money from SDOT. Eligibility of funds is a challenge, and taking a long view, tapping money from maintenance projects might have opportunities down the road
- Royal Brougham, as a pocket district, needs increased pedestrian recognition. Perhaps use of neighborhood matching funds can be employed.
- What is the future of the art program's endeavor and what is SDOT's intention for the art plan? The Commission wonders when the program will have art that is more representative of a larger "we" category.
- What about art in south end transportation projects? The Commission has seen several of those lately, but only a few seem to be incorporating art.
    - SDOT staff and OACA will soon have a direct conversation with Grace.
- The Commission's own minutes on transportation projects such as Magnolia Bridge can help bolster the importance of art in the work SDOT is doing.

4 October 2007 **Project: Alaskan Way Viaduct-South End Project**
Phase: Preliminary Design
Last Reviews: 19 April 2007; several previous
Presenters: Mike Johnson, Seattle Department of Transportation
Ali Amiri, WA State Department of Transportation
John Fenedick, Parsons Brinckerhoff
Attendees: Rose Evonuk, EnviroIssues

Time: 2.0 hours (SDC Ref. 169/RS0606)

Action:
The Commission thanks the combined city/state team for the update on the South End Viaduct Project (Element # 5) with all its constraints and challenges and recommends approval of the project at 15% preliminary design with the following comments:

- **For clarity, if a decision is to be reached by end of 2008, this project has to identify the full range of alternative solutions soon.**
- **Recognize that demolition will be required and this will have impacts on immediate area and I-5 corridor.**
- **Concerned that the potential for the investment should strongly influence which alternative solution will be chosen.**
- **Encourage more clarity and hierarchy for nonpedestrian routes and movement, especially bicyclists.**
- **Suggest that the roads should be shaped to fit pedestrian-bike comfort and safety, not just vehicles.**
- **Expression of hierarchy and visual cues are essential to the design of the roadway.**
- **Encourage a clear vision for surrounding buildable areas and future uses to drive the design decisions.**
- **See leftover spaces as an urban design challenge and opportunity.**
- **Include all urban design elements in next presentation.**
- **Refine aesthetic issues and work toward a reduction of structured mass by moving columns back from structure and maintaining a contemporary, slender, and elegant structure.**
- **Support clean, elegant solutions for understructure mess.**
- **Recommend more 90 degree intersections.**
- **Concerned that the proposed alignment and design puts too much stress on Atlantic for all uses.**
- **Give attention to smoothing the transition from the freeway south of Atlantic to the urban core or alternatively consider a strong gateway emphasis at the Atlantic overpass, making sure that whatever alternative is chosen is alternative neutral along the central waterfront.**
- **Look beyond the immediate industrial context, and remember that humans and bikes are important elements of the environment.**

- **Suggest the inclusion of road names in future three dimensional graphics.**
- **Concerned that the structure at Atlantic is too high, and perhaps consider ramping further south, although it may cost more.**
- **Applaud all coordination efforts and appreciate the continued reflection on previous SR 519 design concerns.**
- **Put more attention on surface streets in all design alternatives.**

Proponent's Presentation

Update on Current Projects

Current projects for the Alaskan Way Viaduct South End include: repairing between Yesler and Columbia, electrical line relocation, Battery Street tunnel fire and life safety upgrade, earthquake upgrade from Lenora to Battery Street Tunnel, Viaduct removal and replacement from South Holgate to South King Street, and initial transit enhancements and other improvements.

Viaduct between Holgate Street to King Street

SR 99 will be removed and replaced with a modern, safer roadway. The project also plans improvements along Atlantic Street, South Royal Brougham Way, and Alaskan Way. The project plans to include detour routes and temporary connections to maintain traffic operations during construction. The construction will last between 2009 and 2012. The current status is that the preliminary engineering is underway. Preliminary engineering, also referred to as 30% design, is scheduled for completion in December of this year. Upon reaching this milestone, alignments, channelization, roadway surfaces, lane designations, drainage ideas/concepts, project footprint and ROW needs will be defined fairly well to facilitate the ROW acquisition. When compared against the previous "south interchange concept," this new concept will be an almost identical mainline structure and ramps to access the city. The new mainline concept is improved however, by adjusting the northbound and southbound structures to a common elevation. Consequently, the mainline bridge will have a more slender elevation. Also, this adjustment provides an opportunity to create an elevated intersection at Atlantic, if the surface waterfront alternative is selected. The previous concept also had massive structures crossing over SR 99 at South Royal Brougham. Large wedges of retained fill connected the surface streets with the bridges at this location. The net effect of several large walls and bridges for the old concept would have presented a significant visual obstruction. By contrast, the new concept provides essentially the same functionality but uses a much different form. Surface streets will be used for north-south movement. Atlantic Street will gain importance and will be widened and channelized to better accommodate east-west movement. A below grade crossing (under-crossing) will be provided to improve freight mobility, thereby achieving

South Holgate Street to South King Street

a major goal for this project. Of particular importance is the movement of container cargo from the Port of Seattle's Terminal 46 to the Seattle International Gateway railroad yard.

Bike and Pedestrian Pathways

The project currently plans to provide two mixed-use paths for pedestrians and bicyclists. Atlantic Street has a 17-foot wide pathway along the north side. This path provides east-west movement and is a part of the Mountains to Sound Greenway. The other mixed-use path, located adjacent to the Port's T-46 facility, provides north-south movement and varies in width. In the north end of the project, the path will match into an existing sidewalk on the west side of Alaskan Way. This matching condition will require a compromise that results in a relatively narrow eight feet in width at the north end of the path. South of this "pinch-point," there are opportunities to expand that space and provide up to17 feet of space for the mixed use path. Elsewhere in within the corridor, bike lanes and sidewalks have been provided in cooperation with City guidelines. Also the team has begun to identify areas which could lend themselves to additional amenities for urban design features. The project team is still in negotiation with urban design team. The project team is interested in the Commission's opinions and ideas and will forward those ideas and opinions to the urban design team.

Key Commissioner Comments and Questions

- Label streets on three dimensional presentations to public.
- Emphasize the clarity of movement of people and goods.
- Although there are multiple overlaps of lanes, does it add up to a whole?
- Is the section north of Royal Brougham elevated?
    - From the south to the north, SR 99 will come up in elevation on retained fill and bridges to connect with the existing viaduct.
    - East Marginal doesn't change; Alaskan Way's southbound stays on the west side, whereas northbound Alaskan Way is on the east side of SR 99.
- From Royal Brougham north, there needs to neutral development so it can fit any alternative in the future scheme with a fluid transition.
- How high is the elevated section of the new bridge?
    - At its very highest point, the new bridge will span 45 feet above the existing ground midway between the existing upper deck and lower deck of the Viaduct.
- For example, if a design speed transition occurs south of Atlantic instead of Royal Brougham, would the height of the bridge be lower?
    - This has to be option neutral so it must fulfill freeway design criteria. The 55 MPH design criteria requires a longer, more gradual vertical curve for the roadway. This results in a higher "high point."
- The stadium is large, but people's experience in light of large structures need to be considered (i.e. how the bike path will feel under the overpass; as well as for residents). Humanizing elements (art, landscaping, etc) need to be included.
- Transitioning is important, so are demarcation of sites since it is a great opportunity for gateway elements (art, architecture).

- Bikes have humanizing element, but need an end that gives complete overview of all elements to give clarity of movement.
    - There is an east-west pathway and a north-south pathway. In regards to safety, the north-south path has a buffer space and is adjacent to a roadway. There is room for improvement but the sightlines for pedestrians are reasonably clear. The north-south path is between a rail track and the T-46 property. When occupied by a train, this path could convey a sense of entrapment. Otherwise, this path will have a relatively open feel. The project has discussed the possibility of another pathway on the east side of the whole system. This discussion occurred during an urban design workshop and we anticipate that the discussion will continue when the urban design team is engaged.
- Should you use two crossings? Why continue to support at grade that is unsafe and then a u-tube?
    - U-tube does not have sufficient capacity and is not a singular solution. The at-grade movement is safe and preferable to all users when the rail track is not blocked. Once you have a street that is open, pedestrians will use it. A south entry at T-46 was created only for trucks due to Homeland Security.
- The transitioning dilemma for being option neutral; surface option- traditional method for slowing traffic; curve roadway as cars come down, use steeper grades to encourage cars to slow down; find effective ways to manage traffic
- Looking forward on emphasis on surface streets; AK way couplet; what's the purpose? Who is it serving?
- See some benefit to having intersections at both Atlantic and RB on 99. Right now, the design is putting too much pressure on Atlantic for 3 highways, pedestrians,
    - There are challenges to creating an effective solution if a surface alternative is selected for the waterfront alternative. We can consider re-striping the lanes and adding features to the structure that better represent an urban arterial. Some tools to create urban environment could include vertical elements that are structurally bound such as planter boxes and sidewalks. If the surface alternative is the selected solution, the emphasis will shift to a new surface street with direct connection for bikes and pedestrians.
- Clarify the 30% fixed mainline, from RB north is still flexible to accommodate 4 alternatives
    - From a mainline perspective, south of RB, the roadway structure is permanent; there can be slight modifications or additions. The mainline is at the existing ground elevation in the vicinity of Royal Brougham. North of Royal Brougham, within the project's "transition zone," much of the roadway will have to be reconstructed as part of the waterfront replacement solution. The decision regarding central waterfront replacement at the end of next year will inform the project with respect to the fate of the transition zone.
- Create hierarchy, isolated buffered path. Is there an opportunity to make multiuse path that can go farther south to continue current development? E-w path is

questionable. Leftover spaces, pieces that are not road, especially under freeway, (Spokane); move the columns underneath, if structure goes underneath, it will go to shadow; scale and mass of concrete (contemporary, elegant, slender)
    - The concrete sidewalk is actually extension of multiuse path, impacted from liquefaction from earthquakes (up to city)
    - Sidewalk is constrained by existing ROW
- Not entirely true about option neutral, because of potential for tearing down section; need to show area of transition more clearly
    - The majority of the South Project is permanent and will not be demolished
    - The transition piece that connects to existing viaduct, if constructed, will be demolished. The existing viaduct is a safety hazard and governor wants to down in 2012. When the existing viaduct is demolished, the transition zone will have to be reconfigured.
    - some amount of money is throw-away if we have to build the transition zone and later demolish it to connect with the final solution for the waterfront replacement.
- Hierarchy needs to be well maintained
- The nomenclature and user expectations of urban street structure is different from flowing through freeway system; avoid Bermuda triangle mess
- Look at all the properties affected by development for potential to become another business; what present roads can we get rid of? Or are we going to add more circulation for vehicles? The u-tube ramp is understandable in how it works.
- Civil engineering should support non motorized use and provide visual cues that you're in the city on surface streets; with islands, tightening intersections, minimizing curb radii, shortened crosswalks, reduced signalization.