



**Mike McGinn**  
Mayor

**Diane Sugimura**  
Director, DPD

**Marshall Foster**  
Planning Director, DPD

**Julie Bassuk**  
Chair

**Mary Fialko**

**Malika Kirkling**

**Laurel Kunkler**

**Tom Nelson**

**Osama Quotah**

**Julie Parrett**

**Norie Sato**

**Donald Vehige**

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## **APPROVED MINUTES OF THE MEETING**

**October 6, 2011**

Convened 8:30am  
Adjourned 3:30pm

### **Projects Reviewed**

Alaskan Way Viaduct – South End and Portals  
DPD Planning Division Update  
Fire Station 20 West Queen Anne/Interbay  
SR520 I5 to Medina

### **Commissioners Present**

Julie Bassuk, Chair  
Laurel Kunkler (excused from 8:30 to 10:15am)  
Tom Nelson (excused from 12:00 to 3:30pm)  
Osama Quotah  
Julie Parrett  
Norie Sato  
Donald Vehige  
Debbie Wick-Harris

### **Commissioners Excused**

Malika Kirkling

### **Incoming Commissioners Present**

Mary Fialko (excused from 3:00 to 3:30pm)

### **Staff Present**

Valerie Kinast  
Tom Iurino



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<b>October 6, 2011</b>	<b>Project:</b>	<b>Alaskan Way Viaduct – South End and Portals</b>
	<b>Phase:</b>	Design Update
	<b>Last Reviewed:</b>	Jul 21, 2011; May 5, 2011; Mar 17, 2011; May 20, 2010; May 6, 2010; Mar 18, 2010; Feb 18, 2010; Jan 21, 2010; Oct 1, 2009; Jun 18, 2009; May 21, 2009
	<b>Presenters:</b>	Lesley Bain, Weinstein AU Terry Bolfin, Seattle Tunnel Partners
	<b>Attendees:</b>	Amy Turner, Alaskan Way Viaduct Communications Anne Herrick, HNTB Brian Elrod, Seattle Tunnel Partners David Sadinsky, NBBJ Diane Hilmo, WSDOT Jessica Clawson, McCullough Hill, PS Katie Zemtseff, Daily Journal of Commerce Lorcam French, WSDOT Nancy Callery, Bassetti Architects Rick Browning, PB World John Hoffmann, community member

**Time:** 9:00am-11:30am

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## Presentation

The design team presented the design for the south operations building and the concept for the landscape in the south portal area. The building adheres to the established design guidelines and is unapologetically functional. It features a glazed box under the stacks that serves as a focal point especially when illuminated at night. The team pointed out the most significant change to the design, a reduction in massing on the upper level, which improved views from a nearby building and allowed more light to fall on the street. The team is following the design guidelines as it refines the building's materials. The team presented its plans for the project's landscape. The landscape plan is flexible, as it will need to respond to Corner's waterfront design, which includes Railroad Way adjoining the site.

The design team also presented the landscape concept for the south portal area, most notably: the area is part of the waterfront and relates to the waterfront plan; it is a bookend to the sculpture park and that can inform the design; the elements need to transition to a pedestrian scale upon entering the city; and the design of the pedestrian edges are critical. The team unveiled a kit of parts approach to the cityside trail, using a series of sketches of cross sections of the trail and First Ave. to show different pedestrian edges. While the trail is linear, its edges can be sloped, terraced and screened to create a series of spaces with different characters.

## ACTION

**The Design Commission would like to thank the design team for its clear presentation of the Alaskan Way Viaduct South Portal Building. By a vote of 6-0, the commission approved the design of the phase presented, with the following comments:**

- **Develop a lighting strategy. Light the stacks and express them as a continuous element from the ground plane through the glass box ceiling to the top of the stacks. Study the lighting's effect from different vantage points and consider its role in comparison to other nearby beacons such as the stadiums. Comply with dark sky principles. Light the equipment in the glass box and not**

the glass itself. Use a warm color of light. Study the paint color of the stacks as well as the interior painting in the glass box.

- Consider the visibility of the glass box when developing the landscape design. Either remove the trees in this location, or select a deciduous species that complements the box visually and will if it is necessary to plant trees in front, consider using deciduous trees to reveal the box during part of the year.
- Keep the integrity (simple and clear) of original massing; be faithful to the original composition and not to current programmatic elements. The central portion of the massing is not strong and the building no longer reads as three pieces.
- Restore the horizontal layers in the design, perhaps by cladding and expression of materials. With the change in massing, the design's horizontal layering concept is less prominent.
- Articulate in a more industrial manner the garage area and east façade. Consider adding elements to the streetscape or building to enhance the industrial character.
- Reexamine the landscaping plan of the northwest point and its inclusion of a signature tree. The paving treatment and the view down Railroad Way will aid wayfinding, not the tree. Be flexible so that ideas from Corner's plans for Railroad Ave may easily be incorporated. Develop a plan for the interim phase of Railroad Avenue after the building is constructed and before Corner's design of Railroad Way is implemented.
- Fully explain the project's sustainable strategies. Go above and beyond what might be expected. This is a unique building; benchmarking success against LEED checklists constitutes a view too narrow and limiting.
- Study the main entry. If it is lit, the view inside should be attractive/interesting and provide visual cues about the building's function.
- Provide more information about the building's context, specifically the sites, uses and designs for the lots and streetscape across Dearborn and Alaskan Way and how the landscape/streetscape is envisioned. The building, its landscape and the context's landscape should work as whole.

The commission asked the team to return to present the revised design of the building and immediate streetscape that incorporates the above comments.

Commissioner Kunkler abstained because she did not attend the whole presentation.

## SUMMARY

The Design Commission would like to thank the design team for its clear presentation of the Alaskan Way Viaduct South End Landscape Concept. The commission is excited about the clarity in the understanding of the project and to see how the thinking has evolved, as evidenced by the sketches of elevations and sectionals, and looks forward to the development of the concept will evolve and develop into a more detailed design. The commission made the following comments:

- Use the kit of parts to explore and analyze design solutions for the cityside trail and its connection to the WOSCA site. Explore and exploit experiential qualities, such as light, views, noise, that exist and can be built upon.
- Explore a series of spaces in a rhythm of open and closed along the cityside trail. Although it's main purpose is a link in a trail network, the cityside trail is more than a linear space.
- "Ground" the road; in essence, physically connect the road to the ground.
- Pursue the concept of a landform as a transition piece to this area.
- Plan carefully for any interim phase. An interim finish may in fact become permanent.

- **Develop a mechanism to carry forward and implement the ideas into the built form. Continue the process that has started to study the use and urban design of the WOSCA site and where possible codify that into land use regulations and/or embed in the RFP process for redevelopment.**