

Magnolia Bridge Replacement Project Speakers Bureau

Group/Organization: Seattle Design Commission
Date: October 5, 2006; 11:00 a.m. – 12:00 p.m.
Location: Seattle City Hall
Team Members: Kirk Jones, Pete Smith, Brian Elrod, Matt Dalton,
Lauren Stensland

Overview

Kirk Jones presented a project overview to the Seattle Design Commission and explained projected Port development in the Magnolia Bridge area. Brian Elrod provided information on bridge structure type options and shared the project design team's recommendations for structure types. Kirk responded to questions and suggestions from the commissioners. Approximately twelve members of the commission and two commission staff members were in attendance.

Formal Recommendation

The Seattle Design Commission gave their formal approval of the design team's chosen structure types. They support the bridge structures chosen by the project design team for the bluff and mainline sections and prefer the haunched option over 15th Avenue as per the Design Advisory Group's recommendation. Further, the Seattle Design Commission:

- Applauds the overlook concepts and the bike and pedestrian connections
- Suggests thoroughly incorporating bridge amenities into the design (not simply pasting on features)
- Advocates integrating artists into the project and expects an ongoing role for the project artist
- Appreciates the design's positive impact on the park and suggests attention to detail on features (i.e., columns) that will be experienced by park visitors
- Notes that there are two gateway moments (one over the park and one over 15th Avenue) that should be considered
- Supports the progressive design nomenclature and suggests a design that embodies consistency, transparency and lightness

The commission approved this order unanimously.

Key Questions/Comments

- The 15th Avenue over-crossing is seen by many people and the haunched form looks more elegant there.
- The existing bicycle and pedestrian connection is awful, this change will be great and should be integrated into the design.

- What's the difference in timing between building the new bridge and Port property development? How far away does development need to be from the bridge?
- We'd like to see a sense of integration with earlier urban design concepts.
- The progressive design is the best – no need to reflect the historic structure.