



Seattle
Design
Commission

APPROVED
MINUTES OF THE MEETING
18 March 2004

Gregory J. Nickels,
Mayor

David Spiker
Chair

Charles Anderson

Pam Beyette

Frances Nelson

Iain M. Robertson

Nic Rossouw

Donald Royse

Sharon E. Sutton

Tory Laughlin Taylor

Vacant
Executive Director

Layne Cubell,
Commission Coordinator

Projects Reviewed

Thornton Creek – Lake City Detention Pond Phase IV
City Monorail Team
Commission Updates and Correspondence
Ballard Municipal Park

Convened: 8:30am

Adjourned: 2:00pm

Commissioners Present

David Spiker, Chair
Charles Anderson
Pam Beyette
Frances Nelson
Nic Rossouw
Donald Royse
Sharon E. Sutton

Staff Present

Layne Cubell
Lisa Baker



Department of Planning and
Development

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18 Mar 2004 Project: **Thornton Creek – Lake City Detention Pond Phase IV**

Phase: Concept Design

Previous Reviews: 21 June 2001 (Phase III - Briefing)

Presenters: Ed Mirabella, Seattle Public Utilities

Russ Gaston, OTAK

Ed McCarthy, OTAK

Attendees: Laura Becker, OTAK

Time: 1 hour (SDC Ref. # 169 | DC00156)

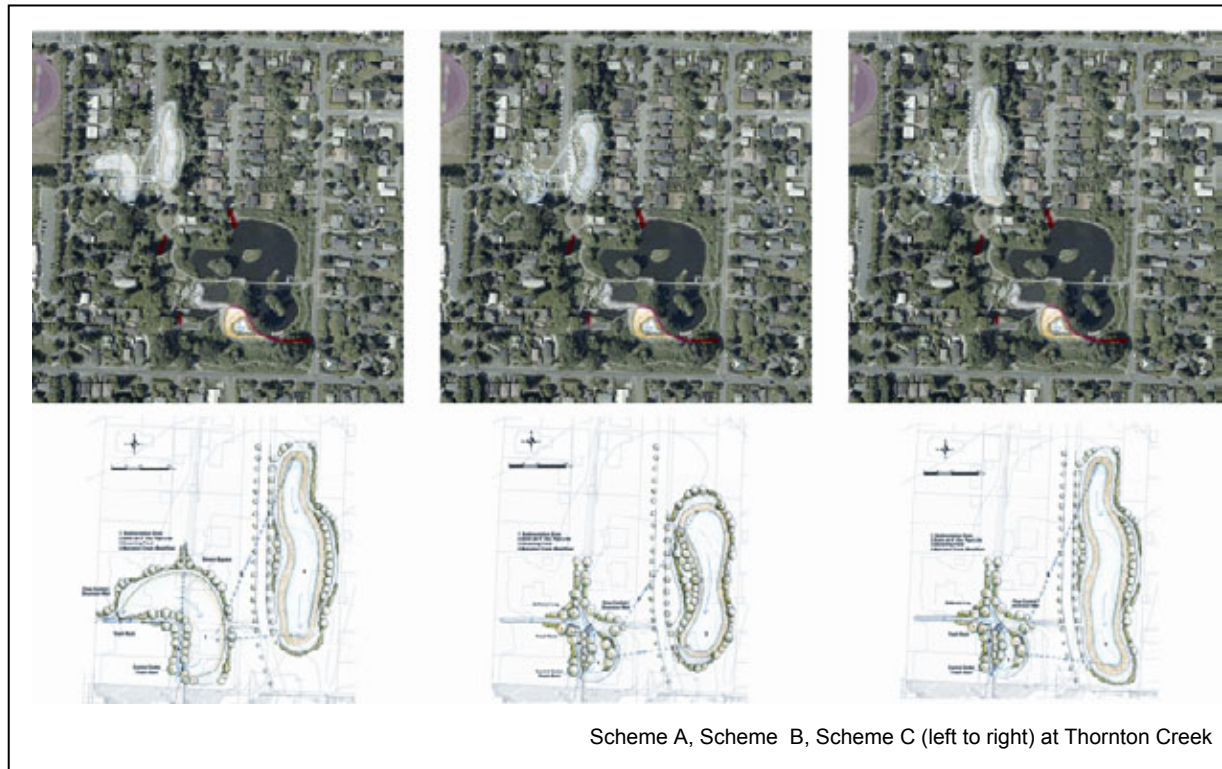
Action: **The Commission thanks the team for the thorough presentation and would like to make the following comments and recommendations.**

- **The Design Commission feels that the goal of improving the function and operation of the detention pond has been well addressed through the design alternatives;**
- **Encourages early involvement of an artist on this project;**
- **Asks the team to consider the educational aspects of the wetlands and find ways to explain what happens during the dredging process and why it is disruptive to the wetlands;**
- **Is concerned about the artificial nature of the dredging process and encourages the team to pursue less disruptive ways of maintaining the pond and to even consider letting the pond fill up as an intended feature to the pond's design;**
- **Suggests that an artist, or landscape architect could be included in the design team in order to explore ideas related to sediment;**
- **Urges the team to consider some way of recycling the dredged material rather than just carting it off of the site;**
- **Looks forward to seeing the results of the upcoming community involvement process; and**
- **Recommends approval of concept design.**

The first phase of this project was six months of preliminary engineering. The goal of the project is to improve the maintenance operations of the pond. The dredging methods that have been used in the past are very inefficient. A new facility will be built to the north of the existing pond in order to improve the dredging method. The new facility will be designed so that the sediment can be collected in a more efficient way, and also so that there will be easier vehicular access to remove the sediment.

The detention pond is very close to John Rogers Elementary School and Nathan Hale High School. Kids from both schools walk through the paths surrounding the pond very frequently. The City has purchased property to the north of the existing pond in order to accommodate this next phase of the project. Some of the land may not be needed for the new facility and could be replatted and sold back to individual property owners. All of the artistic features of the existing pond, such as the sound wall and the salmon house, will be maintained as the next phase of the project is pursued. The team notes that the wetlands area around the pond has become a destination and that residents in the surrounding community have adopted the area as a park.

Currently the pond has many operational difficulties. The basic functions of the pond are to provide a dam for high flows, to collect sediment, and to allow water quality treatment. Some of the fish and plant life in the pond have prevented its use as a water quality treatment site. The pond is performing



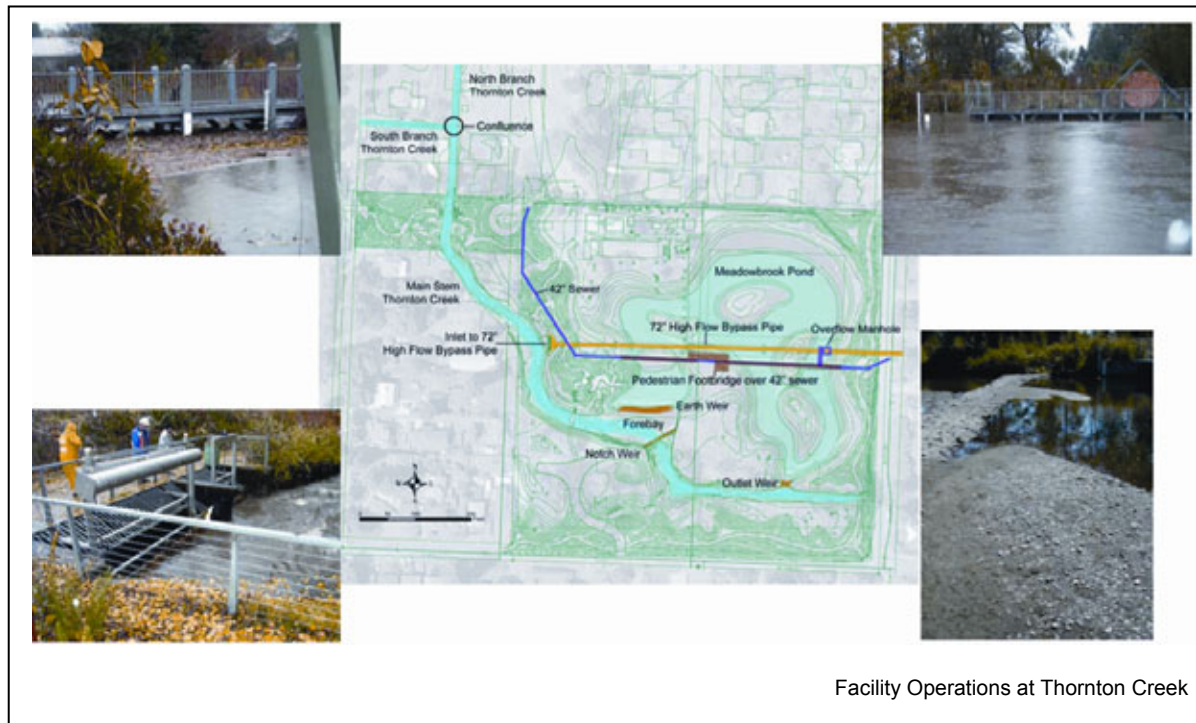
extremely well in terms of flood control. The City also regards the pond as an asset to the community.

The area where the detention pond is now was originally a wetlands area. Currently, different parts of the pond/detention system are dredged on different schedules. The forebay is dredged annually which costs over \$200,000 each time it is dredged. The main pond has finer sediments, less of a sediment load and needs to be dredged about every five years. The last time it was dredged it cost \$800,000. Currently maintenance/dredging operations are more difficult because the access to the pond is poor, and the pond is in line with the salmon bay stream. One possible solution is to allow the pond to be taken offline by diverting the flow through an alternate channel. In addition to the cost of sediment removal current maintenance costs include permitting and fish removal. In improving the maintenance function of the pond the City would also like to improve worker safety. Floating debris is a frequent problem in the pond system and removal of the debris is a hazardous process.

The main objectives behind all of the proposed improvement alternatives are to increase the efficiency of dredging operations and allow easy access during dredging operations which would take place in a more isolated area. All three concepts include the following features:

- Improved access
- Better management of sediments once removed (store on site and remove water)
- Increased flexibility by allowing water going through pond to be taken off line
- Continuation of existing landscape themes such as landscape berms and native planting

All three schemes involve new pond detention areas to be developed to the NW of the existing detention pond. Scheme A would include:



- A large facility which could be dredged every three years
- A mechanical dredging process similar to the one currently used
- A decanting pond to allow the sediment to dry out before being moved off site

Scheme B would include:

- A smaller facility which would be dredged more frequently
- A gravel pump dredging method which would be less intrusive than the current mechanical method
- A decanting pond as in scheme A

Scheme C would include:

- A gravel pump dredging system as in scheme B
- A larger pond area that would need to be dredged less frequently than scheme B

The pump dredging system would transfer the sediment directly to the decanting pond. The decanting pond needs to be very large as it will hold 15% sediment and 85% water on a temporary basis. In all of the schemes the forebay will still need to be dredged every 3-6 years. The city also plans to add access ramps around the existing pond to facilitate the dredging of the forebay, and also to widen the existing foot paths so that they can accommodate vehicles.

The City is leaning toward pursuing scheme B or C. The difference between the two schemes is the size of the decanting pond. It is possible that scheme B could be pursued initially and later expanded into

Scheme C. Scheme B is the least disruptive to the existing pond/park. Permitting requirements would likely be the same under schemes B and C. Depending on the final design, it may be possible to eliminate the need to obtain a Corps of Engineers permit for maintenance of the offline decanting facility.

Key Commissioner Comments and Concerns

- Wonders where the sediment goes after the dredging procedure.
 - Proponents stated that the sediment goes to a dump site. They noted that the pond keeps this sediment from being deposited on Matthews Beach.
- Questions how these proposed schemes meet the goal of reducing dredging costs.
 - Proponents explained that smaller more frequent dredging operations are less expensive than larger dredging operations. The gravel pump method costs the least money per cubic yard of sediment removed. It would cost \$20-\$90 per cubic yard. Currently dredging costs are \$120 per cubic yard, in the forebay, and \$150 per cubic yard in the pond.
 - Proponents also explained that there would be improved worker safety with the gravel pump system.
- Wonders if the decanting pond will get filled up.
 - Proponents stated that the decanting pond will be filled during operation. They further explained that the sediment will remain in the decanting pond for roughly a month as the water settles out of it. They noted that the decanting pond would have a shallow 3:1 slope and would not require fencing.
- Questions how this new facility will fit into the existing neighborhood, especially in terms of adjacent properties and traffic impacts.
 - Proponents stated that the city currently owns most of the adjacent properties. Proponents explained that it is their goal to isolate the new facility from adjacent houses as much as possible. Landscape berms and native plantings will also be used to screen the facilities from public view.
 - Proponents noted that currently the vehicular access for maintenance operations is on a residential street which is very disruptive to the neighborhood. Although residential street access will still be required, the overall access requirement will be significantly reduced.
- Wonders if the city is purchasing houses in order to gain control of the adjacent property.
 - Proponents explained that the city already owns most of the land to the north of the existing detention pond. Much of this property consists of flat lots with no housing and is currently used for an informal decanting facility and laydown area. The lots that include housing lie in the 100-year flood plain and are prone to flooding. .
- Wonders if there is an art component to this project.
 - Proponents stated that currently there is only a landscape component to the project. They added that they are thinking about pursuing an entrance gate as an art element at a later phase of the project.
- Urges the team to include an artist as early as possible. Notes that there could be an educational component to the art. Adds that art could help people understand why the facility is necessary and what types of contaminants are found in the sediment.

- Notes that the dredging operation seems very disruptive to the natural environment. Feels that ideally the pond would be allowed to fill up over 20 or 30 years and more sediment removal would take place elsewhere. Suggests that the sediment process is an art opportunity.
- Questions if there is a way to divert the fish instead of relocating them.
 - Proponents stated that there could be two channels where one could be taken off line.
- Questions what the ground material of the decanting pond will be.
 - Proponents stated that collected sediment would be temporarily stored inside the bermed area and covered in gravel. This area would be hydroseeded with grass during times of non-use .
- Wonders how long the dredging operation takes.
 - Proponents stated that it takes roughly 2 weeks. They explained that of this 2 weeks it takes 3 days to relocate the fish and 2 days to bring down the level of the pond.
- Questions what the cost differences are between the different schemes.
 - Proponents stated that scheme B is the least expensive and the least expensive to maintain.
- Notes that Commissioner Robertson was unable to attend this meeting, but sends his compliments to SPU and comments that this is a landmark facility that integrates landscape, art and water management.
- Wonders if there is a place where the sediment could be used.
 - Proponents noted that the sediment is slightly contaminated and is just over the allowable threshold for hydrocarbons. Stated that some cities incorporate sediment into asphalt. Remarks that this sediment could be used in medians where there is little human contact.

18 Mar 2004 Project: City Monorail Team

Phase: Quarterly Staff Update

Previous Reviews: 4 December 2003 (Briefing); 18 September 2003 (Briefing)

Presenter: Ethan Melone, SDOT
 Vanessa Murdock, DPD
 Lisa Rutzick, DPD
 David Graves, DPD
 Scott Dvorak, DPD

Attendees: Sam Bennett, Daily Journal of Commerce
 Rachel Ben-Shmuel, Seattle Monorail Project

Time: 1 hour (SDC Ref. # 169 | DC00231)

Summary: The Commission appreciates the presentation and would like to make the following comments and recommendations.

- **The Design Commission is concerned about the design guidelines being too general and also that the design guidelines are not included in the DBOM RFP;**
- **has an ongoing concern about how budget shortfalls will impact the design quality of the project;**
- **suggests that the neighborhood plans should be revised or that the monorail plan should be integrated into the neighborhood plans;**
- **is pleased to hear that the monorail team is coordinating their efforts with the City's Comprehensive Plan update;**
- **is concerned about the apparent lack of escalators and the impact on the appeal of the stations to potential riders and questions whether there are precedents in other cities for stations without escalators;**
- **is encouraged to hear that the design guidelines are legally enforceable through regulations adopted by City Council, but is concerned about the ability in general to enforce what is beautiful;**
- **and eagerly awaits the next quarterly update.**

The monorail project is currently in the RFP procurement stage. The RFP emphasized facilities and technical requirements. Overall the city is pleased by responses as to how things other than the physical guideway would be built, such as landscaping and other components. They feel that there are many good approaches to design build in context. The station architects will be subcontractors to the DBOM contractors. DBOM contractors will include a guideway concept with their proposal that includes the guideway form and the finish materials.

The EIS for the monorail project is going from its draft into its final form. The EIS will include neighborhood mitigation strategies which will focus on access to the stations. In the previous version of the EIS the mitigation strategies were more general and the Monorail project was not committing to any specific strategies. Now they have developed access plans for each station. They have also made the commitment to providing intermodal connections at each of the stations. The RFP advises contractors that they will need to meet or exceed the Sound Transit mitigation strategies or to explain why they would do something different.

The project is now facing major City decisions such as the transit-way agreement, which is similar to a property agreement, or a franchise agreement. It will outline the substantive and procedural conditions of

the monorail's operation within the City. The alignment approval and the transitway agreement will be coming to City Council soon. The counterparts in Seattle Center will not go to City Council, but will be negotiated directly between Seattle Center and the SMP. City Council recently granted Seattle Center approval to negotiate their own requirements with SMP. The agreement with Seattle Center assumes the alignment through Seattle Center which is the alignment option supported by the Mayor. If a different alignment option is selected by the City than the agreement between the City and Seattle Center will need to be revised.

The MRP has been scheduling special sessions in order to address all of the issues that are facing the monorail project as it goes before City Council. So far it has been difficult for the panel to finish all of the agenda items during each session. The switches are an outlying issue which have not yet been addressed in these special sessions. The MRP is concerned both about the technical ramifications as well as the urban design impacts of the switches. Design guidelines for the switches have been received by the panel. A draft art plan has also been circulated to the panel, but has not yet been formally included on a meeting agenda.

The MRP has been reviewing the 5th and Stewart Station recently. Two of the primary issues with this station are its location and the proposed elevated walkway. The panel is extremely concerned with the intermodal function of this station. They are also concerned about whether the station should be located closer to Virginia or Stewart St. Their concerns about the proposed elevated walkway include its impact on the street below as well as the relationship created between public and private space. The panel has some concerns about having access to public transportation through privately owned space. The next MRP interaction with council will be at the middle or end of April and then after MRP finishes its segment review or when Council reviews the transitway agreement (whichever comes first).

The MRP would like to address specifically with the Design Commission:

- the MRP's role in front of City Council – and whether the MRP could or should coordinate with Design Commission City Council Briefings
- MRP panel member burn out – the MRP needs to figure out reasonable break points when they can change panel members – after Council reviews the transitway agreement could be a good break point

The MRP has some concerns about bringing on new members because of the steep learning curve.

Key Commissioner Comments and Concerns

- Wonders how the MRP's design guidelines are progressing.
 - Proponents stated that they are coming along well but they are still questioning whether they should be written as performance standards or as design guidelines.
- Questions what the purpose of the design guidelines is.
 - Proponents explained that they are intended to outline a general physical approach.
 - Proponents explained that the guidelines are legally enforceable through a City Council action, but that they are not intended to be as prescriptive as a development standard or a code. They noted that the panel felt that this is good because it allows them more flexibility in their design review.
- Questions what was included in the RFP for the DBOM contractors.
 - Proponents explained that the RFP stated that the contractor will be subject to City guidelines. They noted that the City will not be a party to the agreement between SMP

and the DBOM contractor.

- Notes that inclusion of MRP's guidelines in the RFP would suggest a greater commitment to abiding by the guidelines on the part of SMP.
 - Proponent suggested that the MRP guidelines will likely be included in an addendum to the RFP.
- Wonders what the MRP has been discussing about the switches.
 - Panel members stated that most of the discussion has been about the major switch at Interbay and about the emergency walkways and other associated structures.

Station Area Planning

The last time the City team updated the Design Commission, the station area planners had just begun to hold their first public meetings. They have since completed all seven of the first round of public meetings. The next round of meetings will be in May. They will be reviewing the segment of the monorail line that will run from 2nd and Pike to West Seattle.

Parking has been a major concern for the West Seattle station. There is fear of the station becoming a "hide and ride" which will negatively impact the neighborhood. The neighborhood is very concerned that parking be provided that supports the monorail use, and also that the monorail station be coordinated with Metro.

Each station area had its own specific concerns, but there were also many common concerns among all of the station areas. Generally community members are excited by opportunities for associated development alongside the monorail stations. They are concerned about how they will have input as the project continues and what the timing of the project will be. They are also concerned about design issues and how the stations will fit into the existing neighborhoods and what the role in the community will be. Communities also expressed concern about access issues to other modes of transportation as well as pedestrian access to the surrounding neighborhood including the condition of sidewalks, pedestrian lighting, and bike access.

Key Commissioner Comments and Concerns

- Notes that having Metro representation at the public meetings was very helpful. Remarks that prior to December there was a public perception that Metro was not making efforts to coordinate their operations with the Monorail.
- Questions what the relationship is between the station area planning work and the neighborhood plans.
 - Proponents stated that the City is not intending to revisit the neighborhood plans, but they would like to integrate the station area planning with key goals and concepts from the neighborhood plans. They noted that other than the station at Fifth and Jackson and the Dravus St station all of the stations are in designated urban villages.
- Wonders how the monorail project is coordinating with the Comprehensive Plan.
 - Proponents stated that they have been encouraging community members to propose any amendments to the Comp Plan that they think will be necessary to successfully incorporate the monorail.
- Is concerned to hear that access to the stations will be provided through stairs and elevators only. Feels that escalators are the best method. Questions if there are any precedents for transit stations with stairs and elevators only.
 - Station Area planners stated that they have been looking at the area around the stations not at the programming of the stations.

- Wonders where the MRP stands regarding the station access issue.
 - Proponents stated that originally the panel supported the inclusion of escalators. They explained that the panel has not been discussing issues on this scale recently because they have been reviewing alignment issues for each segment of the route.
 - Proponents from SMP stated that the elevators would be located front and center for maximum accessibility. They also noted that they will be high speed elevators, and that not including escalators will allow the footprint of the stations to be smaller.
 - Members of MRP stated that the panel has been very clear that small footprints are appropriate for some stations and not for others.
- Questions if cost is an issue in deciding not to pursue escalators.
 - Proponents of SMP stated that the cost would be basically a wash between including escalators and not including them.
- Notes that this is a fundamental issue about how people access the stations. Adds that this does not seem like a good thing to experiment with.
 - Proponents reiterated that station area planning is focused on getting to the station not on the station designs themselves

18 Mar 2004 Project: Commission Updates and Correspondence

Phase: Staff briefing

Presenters: Layne Cubell

Attendees: none

Time: 1 hour (SDC Ref. # 169 | DC00009)

Summary: The Commission discussed important projects facing the City and how the Commission can be most effective in their involvement. They discussed the Public Safety Building Site and the associated open space plan. The Commission also discussed the Viaduct DEIS and how they can be strategic in their review of this lengthy document. Their discussion also included the Design Commission's upcoming briefings to City Council and the Commissioners ongoing outside commitments.

Commissioners wondered what progress was being made on Phase II of the Civic Center. They noted that their key issues regarding plans for the Public Safety building site are:

- The preservation of open space
- The relationship to Cherry and 5th
- The proposed 20,00 sf retail kiosk and the ADA access to City Hall

They noted that there is a dearth of open space in the city. The Commission felt that it would be shortsighted to pass up this opportunity to gain more open space. They also noted that the City will likely get a very low price for the property given the current state of the economy. The Commission noted that the original master plan included a portion to the north of the site that could be developed as a bar building. They discussed how extreme a position they would like to take in addressing this issue. The Commission felt that the most extreme position would be to support a return to the original master plan. They noted that a less extreme position would be to support the RFP but suggest that conditions be included in the RFP to ensure that the development would follow through on the intentions of the master plan. Commissioners discussed the pros and cons of having the space privately or publicly owned including impacts on civic rights for people using the space. They questioned why the City could not maintain ownership of 2/3 of the site and sell the remaining northern portion to a private developer. Commissioners noted that developers would like control of the entire site in order to build underground parking under the entire block. The Commission noted that this would be contrary to the City's parking policies. Layne Cubell will draft a preliminary letter to the Mayor and City Council, for the Commission to review. Commissioners noted that the quality of the future bar building on site will be critical to the liveliness of the plaza. They felt that the Design Commission, for consistency sake, should review the design of this building since they reviewed earlier phases of the Civic Center.

The Commission discussed plans to collaborate once again with the Planning Commission on review of the Viaduct. The DEIS is set to be released at the end of March and both Commissions want to weigh in, but their time is being stretched across many large projects right now. A Design Commission subcommittee, comprised of David, Frances, Nic and Charles, agreed to attend a series of joint working sessions scheduled for April and May. The Viaduct team will present the DEIS documents at the first of these working sessions and then

Commissioners will be assigned sections to review for each of the subsequent sessions. Comments on the DEIS are due on June 1.

Finally, the Commission reviewed an outline for its initial semi-annual briefing to Council's Urban Development and Planning Committee scheduled for April. Changes were suggested to the list of priority issues for the Commission. Tory, David, Nic and Charles all agreed to represent the Commission at the briefing. Commission Staff will draft a Briefing Memo which is due to Council staff one week prior to the Committee meeting.

18 March 2004 Commission Business

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|-------------------------|----|---|
| ACTION ITEMS | A. | <u>TIMESHEETS</u> |
| | B. | <u>MINUTES FROM 19 FEBRUARY 2004</u> - APPROVED |
| DISCUSSION ITEMS | C. | <u>QUARTERLY BUSINESS UPDATE</u> - TRUJILLO |
| | D. | <u>2004 DC WORKPLAN</u> - CUBELL |
| | E. | <u>DC PUBLIC OUTREACH PRIORITIES</u> - IURINO |
| ANNOUNCEMENTS | F. | <u>CENTRAL WATERFRONT PUBLIC PRESENTATION</u> - APRIL
7TH, 5:30-9PM, BELL HARBOR |
| | G. | <u>MERCER CORRIDOR PROJECT EIS SCOPING SESSION</u> -
MARCH 18TH, 3:30-7:30 PM |

18 Mar 2004 Project: **Ballard Municipal Park**

Phase: Schematic Design

Previous Reviews: 15 January 2004

Presenters: Cathy Tuttle, DOPAR

Michael Shiosaki, DOPAR

Barbara Swift, Swift and Company

Lisa Corry, Swift and Company

Attendees: Jeanne Muir, Muir Public Relations

Stephen Lundgren, Ballard Civic Center Steering Committee

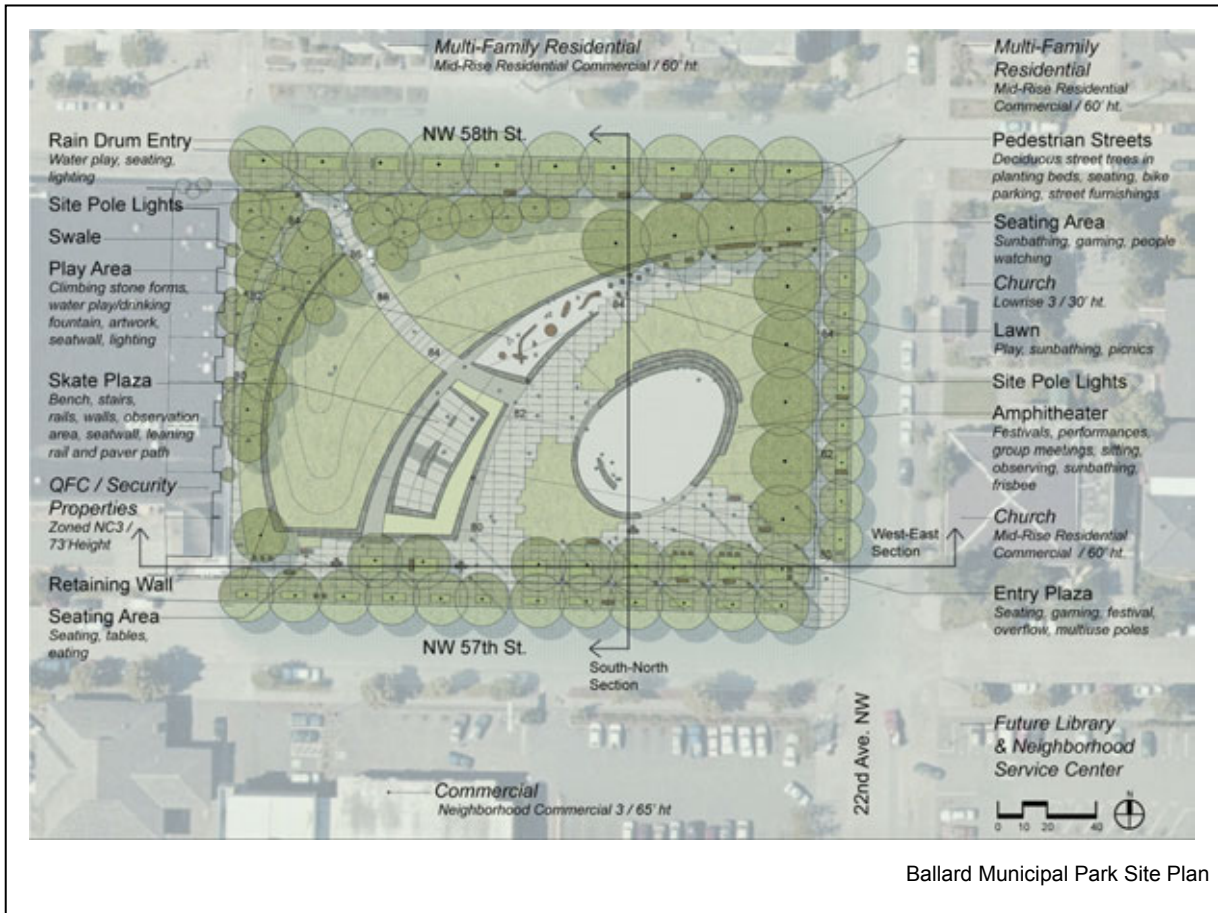
Rob Mattson, Department of Neighborhoods

Time: 1 hour (SDC Ref. # 169 | DC00325)

Action: **The Commission thanks the team for the clear presentation and would like to make the following comments and recommendations.**

- **The Commission is supportive of the design direction and the clarity of the forms being developed;**
- **Compliments the team on not over programming the site;**
- **Is excited about the rain drum features and the integration of art into the children's play elements;**
- **Urges the team to explore greater flexibility at the SE corner of the site and to soften the NE corner of the site;**
- **Suggests that the team look further at the centrifugal aspects of the park and find ways to balance these with more outward facing elements;**
- **Has some concerns about the loss of the full skate element and its replacement with a smaller facility and is also concerned with how the skate element will interact with other uses in the park;**
- **Asks the team to give more consideration to the location of the children's area both in terms of child development and in terms of allowing parental observation;**
- **Appreciates the big move of the park as well as the layering and suggests that the designers give more thought to the function of the park on non-festival days;**
- **encourages the team to make the ecological goals of the project explicit and to provide direction for the amount of porous and non-porous surfaces on the site;**
- **Compliments the Parks Department and the design team on being good neighbors with the adjacent property development;**
- **Is concerned that the skate park has been resolved politically but not as part of the design; and**
- **Approves schematic design with six Commissioners in favor and two opposed.**

There have been three community meetings since the Commission last reviewed this project. The project team has also been meeting with the developers who are working on a project on the adjacent property which is currently a QFC. This development will be eight stories tall with retail on the first floor, which will include the QFC. The upper floors will contain roughly 270 housing units. There will also be some



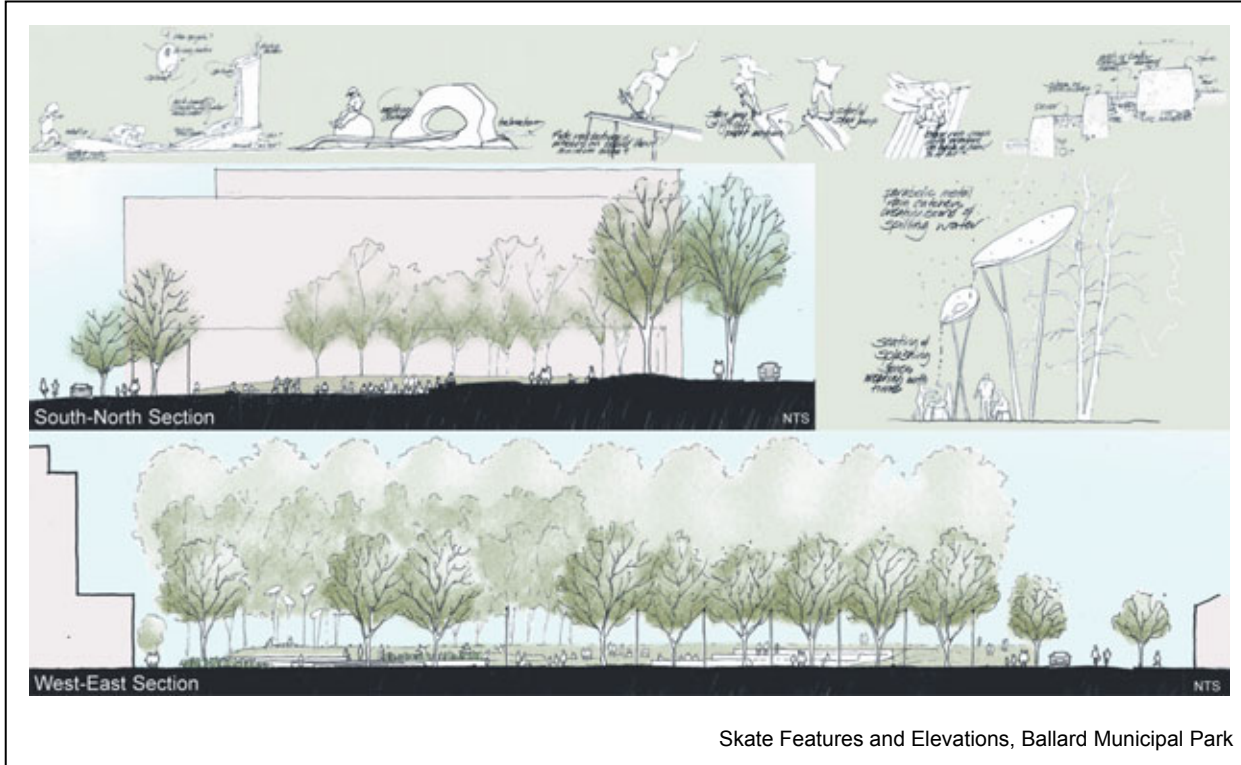
townhouses on street level which will face the park. Although they will face the park the entrances will be from the street, not from the park. The project team for the Municipal Park is recommending to the developer to get have some retail function that will face the park (possibly an ice cream stand).

There have been budget issues with the project since the previous Design Commission review which have led to some new decisions. The project is now about \$220,000 over budget. The comfort station (public toilet) which was originally planned will not be included in the project, the Parks Department cannot afford the maintenance that it would require. The project team has also determined that there is not enough money in the budget for an exuberant water feature.

There has been a large turn out at all of the recent community meetings about this project. The skate bowl is the hot issue for this Park. The final recommendation about whether or not the skate bowl will be included will be made at the next Parks Board Meeting, and then a final decision will be made by Ken Bounds.

The original idea for this Municipal Park comes from the Ballard Municipal Master Plan. After reviewing the original schematic design included in the Master Plan, the community has expressed an interest in having a park that is more active then the one envisioned in the Master Plan.

At the last presentation to the Design Commission the design team had developed three alternative design schemes for the park. Based on a variety of feedback they have evolved these three alternatives into one preferred alternative.



Skate Features and Elevations, Ballard Municipal Park

The preferred alternative has the following features:

- A layered center of gravity
- A variety of activity levels
- Spaces that are comfortable with only a few people as well as with many people
- Overlaps of uses

The team is trying to program the park for different uses without being too explicit. They are looking at using materials such as granite paving. They are also exploring rain drum elements which would be a way of incorporating water into the park with a minimal cost. The rain drums would be cupped forms that would create sound as they are hit by falling rain. The developers working on the adjacent QFC site are potentially interested in using the park site as a staging area for their construction. This could be a potential source of revenue for the park project.

The concept of the layered center of gravity starts at the SE corner of the site which is closest to the new neighborhood service center. This will be the most active corner of the site. It is also the lowest corner of the site. The activity levels in the park get less intense as one moves diagonally towards the NW corner of the site.

At this point, the design team for the park is working based on some assumptions about the development on the QFC site. They are assuming that the northern portion of the site will contain town houses, but that entry to the townhouses will not be from the park. They are also assuming that there will be some kind of retail on the southeast portion of the QFC site.

In designing the streetscape that will surround the park, the designers have borrowed from the streetscape vocabulary of the library and neighborhood service center. The streetscape could also include multi-purpose poles which will be mast-like structures that can accommodate banners or temporary walls. The interior of the park will include an oval amphitheatre which will be formed as a sloped plane. Behind the amphitheatre there will be a large grassy area. The design will work with the topography in order to make edges to the amphitheater that people can sit on.

The design team is working with an artist named Valerie Otani. She is interested in developing sculptural pieces as part of the children's play area. A skate park element will be included on the southern portion of the site. It will be contained by low walls. It is intended to serve younger skaters.

In the next phase of the design the team will be exploring materials and finding ways to simplify the design of the park. They will also be looking at child development needs to develop the children's play area, rather than just purchasing play equipment. The team is also working with a Ballard Chamber of Commerce representative to test the park design in terms of how it could be used to accommodate festivals.

A transparency issue has been raised by the community during the public meetings. They have noted that the park appears completely walled in by trees.

Key Commissioner Comments and Concerns

- Questions what the surface material in the park will be.
 - Proponents stated it will be cast in place concrete.
- Notes that the skate area shown is not the existing bowl.
 - Proponents stated that it would be a new construction.
- Would like clarification regarding how this skate feature is intended to serve younger skaters.
 - Proponents explained that there are two schools of skating. One that uses a bowl and one that uses streetscape elements. This design would only serve the one group that uses streetscape elements, and would not include a bowl.
- Encourages the team to continue to integrate the artist as part of the design team. Is generally wary of artists designing children's play equipment, but notes that the sculptural ideas for this park seem to work well.
- Likes the rain drum elements and the multi-purpose poles.
- Appreciates the clarity of this new scheme. Likes that the programming is loose and not to prescriptive, for example notes that the skate area is an abstract form that can be used in a variety of ways.
- Is excited to see the inclusion of adjacent town houses and the ability to have eyes on the park.
- Supports the idea of having some sort of retail facing the park, but feels that the location is awkward. Suggests that a kiosk within the park might be more appropriate to a retail function.
- Was initially disappointed by the removal of the comfort station, but notes the proximity of the library and neighborhood service center which will have public restrooms.
- Likes the way that the park is framed by trees.

- Suggests that some sort of decorative drain within the amphitheatre could be used instead of an expensive fountain.
- Likes that the scheme has the potential to focus inward as well as project energy out. Feels that the centrifugal force is currently stronger than the energy moving out from the park. Encourages the team to develop the extroverted nature of the park.
- Can more easily envision the festival use of the park than the day to day usage.
- Recommends that the design team explore how parents can oversee children in the play area while also being able to have some distance between them.
- Feels that the orientation to the SW corner is a strong move. Is less convinced by the placement of the “egg” amphitheater form.
- Is disappointed by how the skate element has been cut back. Feels that if there is not going to be a full skate element there should not be a skate element at all.
- Would like to see the kids play area in a more sheltered place.
- Loves the rain drums. Also appreciates the geometric forms being developed as part of the children’s play area.
- Disappointed to see loss of skate bowl. Feels that current skate element seems dumbed down.
- Notes that the jazz festival is a great event, but that it does not happen every day.
- Would like to direct a comment to the Parks Department regarding the skate facility. Notes that other parks accommodate many other kinds of uses such as tennis courts and swimming pools, but that there is only one skate facility in the entire city.
- Feels that there is too much pavement in the SE corner.
- Notes that there is great sculptural potential in the egg form of the amphitheatre.
- Remarks that the rain in Seattle is very light. Wonders if it will be strong enough to activate the rain drums. Suggests that the rain drums will need to be located under trees so that the leaves can collect the rain into large enough drops.

Key Visitor Comments and Concerns

- Stephen Lundgren is Chair of the Ballard Civic Center Steering Committee. He is glad to hear that a 3d model is coming. Notes that the active elements are welcome additions to the park as they hope it will be an active site. Also appreciates the SW tilt towards the library. Feels that the park will act as a relief valve from high density development. Reports that the Steering Committee supports the staff preferred design alternative, including the skateboarding area, with the exception of concerns about art, comfort station, landscaping, and sufficient consideration of the street master plan. Is glad to hear that the designers are borrowing ideas from the library. Recognizes that costs can not slide too much, but is concerned that with the loss of the comfort station, there will no longer be an opportunity for a community information kiosk. Continues to support a full skate facility in another more appropriate location.
- Jeanne Muir, a representative from the development proposed to be constructed adjacent to the park,

confirmed that the townhouses will face out onto the park.
