



APPROVED MINUTES OF THE MEETING

Mike McGinn
Mayor

Diane Sugimura
Director, DPD

Marshall Foster
Planning Director, DPD

Mary Johnston
Chair

Andrew Barash

Julie Bassuk

Graham Black

Brendan Connolly

Lauren Hauck

Laurel Kunkler

Julie Parrett

Norie Sato

Donald Vehige

Guillermo Romano
Executive Director

Valerie Kinast
Coordinator

Tom Iurino
Senior Staff

February 18, 2010

Convened 9:00am
Adjourned 3:00pm

Projects Reviewed

Bell Street Park
DPD Planning Division Update
Waterfront Planning Briefing
Alaskan Way Viaduct and Seawall Replacement – Portal Area Planning
9th Avenue NW Park

Commissioners Present

Mary Johnston, Chair
Andrew Barash
Brendan Connolly
Julie Bassuk
Graham Black
Lauren Hauck
Laurel Kunkler
Julie Parrett
Norie Sato
Donald Vehige

Staff Present

Guillermo Romano
Valerie Kinast
Tom Iurino
Jenny Hampton



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February 18, 2010 **Project:** **Alaskan Way Viaduct and Seawall Replacement - Portal Area Planning**

Phase: Concept Design
Last Reviewed: N/A
Presenters: John White, WSDOT
 Boris Dramov, Roma Design
 Jeffery Bailey, NBBJ
 John Savo, NBBJ

Attendees:

| | |
|---|------------------------|
| Gary Johnson, DPD | Mike Johnson, SDOT |
| Casey Hildreth, SDOT | Vaughn Bell, SDOT/Arts |
| Christi Skinner, HOR Engineering | Darby Watson, SDOT |
| Cele Fortier, GHD | Amy Williams, NBBJ |
| Brian Steinburg, Allied Arts | Steve Leach, WSDOT |
| Diane Hilmo, WSDOT | Jeffrey Bailey, NBBJ |
| Lloyd Douglas, Cascade Neighborhood Council | |
| Ruri Yampolski, Office of Arts and Cultural Affairs | |

Time: 1.30 hours

(000/RS0000)

ACTION

The Commission thanks John White, Boris Dramov, Jeffery Bailey, and John Savo for the update on the Alaskan Way Viaduct and Seawall Replacement portal area planning project. At this meeting only the designs for the north and south portal tunnel operational buildings were reviewed. The Commission appreciates the focus of the design goals and principles and the collaborative work being done by ROMA, NBBJ, WSDOT and SDOT. The Commission unanimously approves the design direction of the tunnel operational buildings with the following comments:

- The Commission greatly appreciates the focus of the design principles, but recommends that pedestrians be elevated to a higher position within the goals.
- It is absolutely essential that the design intent be meticulously passed on through implementation of the project. The conceptual ideas underpinning the designs must be communicated to the design-build firm in the project documents. There must be a mechanism for assuring that the design intent is met as closely as possible.
- The Commission supports the jewel box concept. Continue to investigate possibilities to establish unique characteristics for each building and highlight sustainable components. Explore if there is an energy independent way to provide the luminosity of the building.
- In developing these designs further find the balance of opacity and translucency.
- The Commission encourages the use of the same DNA in both the buildings to form connection, but due to the complex context of both sites, it should be expressed in two unique ways.
- In presenting the design, the impacts both designs have on the surrounding context should be noted.
- Review contextual elements such as the water and skylines in the development of these buildings.
- The Commission encourages activation of the edges to enhance the pedestrian experience
- Note the green street qualities of Thomas St., giving particular attention to activating the facades.

- **The Commission encourages incorporating an artist in the process despite the fact that it isn't required by law and isn't funded.**
- **The Commission asks the team to show the zoning build-out in the models when the project is presented next time.**

Project Presentation

This project is a briefing on the concept design of two utility buildings associated with the tunnel and utility needs.

The two buildings will include fans, electrical, operations and systems monitoring in order to maintain the tunnel operations. The buildings are located in populated urban areas; therefore the project also requires attention to public access and experience.

The north building will be placed within South Lake Union, while the south building will be placed slightly east of Pioneer Square. The context surrounding the north building includes: small office buildings, the Seattle City Light substation, a changing and growing surrounding neighborhood, the Space Needle and Seattle Center, and the major businesses of Amazon and the Bill and Melinda Gates Foundation. The tunnel project will also create a continuous connection along Thomas Street, which gives opportunity for a more pedestrian friendly pathway. The context surrounding the south building includes: the stadium, the port of Seattle, Starbucks office building, and the neighborhood of Pioneer Square which includes mostly five story buildings and a variety of materials and geometries.

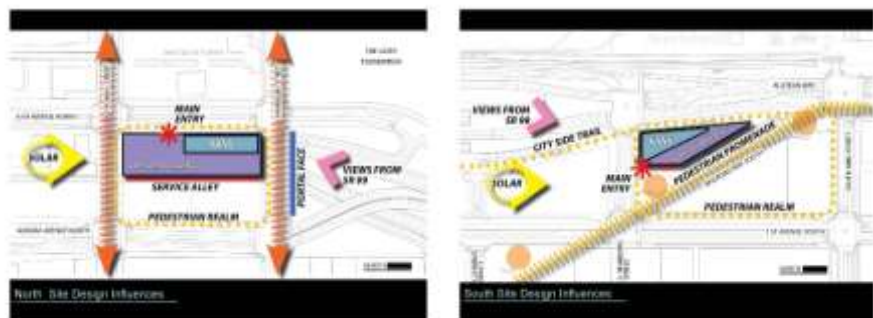


Figure 1: North and South building Location and Design Influences

In designing both these buildings, twelve Design Principles are being reviewed. The buildings should:

- Express their purpose
- Reveal their primary functions
- Appear simple, durable, and unapologetically industrial
- Be sized, massed and proportioned in relation to their context
- Be a significant new element in an existing neighborhood and should enhance their surroundings
- Hold the street edge and help frame the urban streetscape
- Contribute to the pedestrian environment and be orientated in a manner complementary to their setting
- Be designed as part of the portal experience
- Be visually prominent both day and night, and reinforce their role as urban beacons through the use of transparency, light and luminosity
- Incorporate sustainable practices and express these when possible
- Become the visible signature of this major infrastructure achievement

The presentation concluded with a model walkthrough with the commissioners in order to gather detailed information.

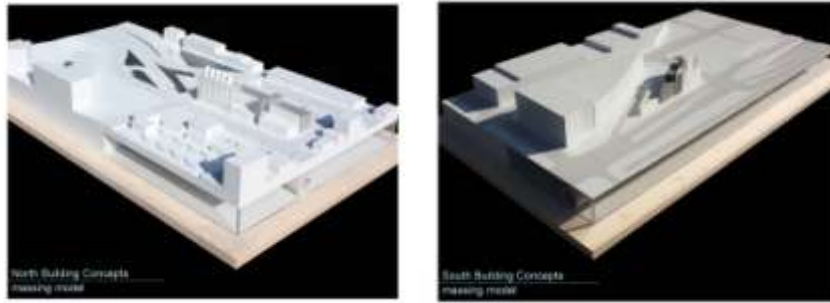


Figure 2: North and South Concept massing models

Commissioners' Comments and Questions

I was curious about what your thoughts are with the intensity of the lighting. How strong of a beacon do you imagine these buildings becoming?

It is still in the process, but some ideas include the use of a translucent material that allows for it to be lit at night or only lighting the fans themselves.

As far as the form of the fan, how flexible is the design?

The fans need to be a certain form to operate, which is required by the supplier.

As a pedestrian, how aware will someone be of the fans?

The fans are a necessary component of the tunnel, however they only operate on an emergency basis. There will be occasional test runs and operate during heavy traveling times

The design intent of the building near Pioneer Square should be questioned. It doesn't seem to make sense to have it so car orientated. I know the program of the building relates to the car tunnel, but the surrounding and possibly some of the program could integrate with pedestrian circulation.

Is there separate funding for the pedestrian connections/urban design elements? It will be important that the urban design elements of this project do not get over shadowed by the tunnel.

The north building is maximizing the site and it might be of concern to the pedestrian experience. Exposing fans and textured metal is appealing, but there are other facades that are very large, which does not recognize human scale.

In using lighting to emphasize these structures as a beacon, it will be important to utilize green technology, energy efficiency and creativity into the structure. There is a great possibility to include an artist to help create an experience for humans within the space.

In the next phase, explore the potential build-out capacity for both sites and how the building will work within the current and future context.

The streetscape is an important element in making a place active for pedestrians. It is worthwhile to think about the streetscape potential and then create a building that will blend with those activities and pedestrian experience.