

Marion St Bridge

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Commissioners Present

John Savo, Chair
Rikerrious Geter
Rachel Gleeson
Mark Johnson
Rick Krochalis
Ross Tilghman

Commissioners Excused

Ben de Rubertis, Vice Chair
Justin Clark
Laura Haddad
Brianna Holan

Project Description

Marion Street Bridge provides a connection between Downtown and Colman Dock and the Waterfront. A portion of the existing bridge will be replaced as part of the removal of the Alaskan Way Viaduct and reconstruction of Alaskan Way. The project is a part of the Waterfront Seattle development and is being designed in cooperation with the Washington State Department of Transportation (WSDOT). The bridge will be constructed out of concrete and will include a 16 ft. wide pathway, lighting, and pedestrian railing. The bridge will be constructed in two phases. Phase I includes the design and construction of the bridge crossing Alaskan Way from Colman Dock to Western Ave. A potential Future Phase will include the design and construction of the pedestrian pathway above Marion St. from 1st Ave to Western Ave.

Meeting Summary

This was the Seattle Design Commissions (SDC) second review of the Marion Street Bridge project. The purpose of this meeting was to review the schematic design (60% design phase) for the project. After the presentation and discussion, the SDC voted 6 to 0 to approve the schematic design, with several recommendations.

Recusals and Disclosures

None

October 4, 2018

9:00 - 10:30 am

Type

CIP

Phase

Schematic Design (60% Phase)

Previous Reviews[8/2/18](#)**Presenters**Miguel Rosales
Rosales PartnersKit Loo
SDOT**Attendees**Angela Brady
Office of the WaterfrontDavid Budnick
UW StudentElizabeth Clark
HDR, Inc.**Summary of Presentation**

Miguel Rosales, of Rosales Partners presented the schematic design for the Marion Street Bridge. The project team provided a brief description of the design goals and criteria associated with the project. The project team then presented the updated design proposal, explaining how they addressed the recommendations made by the SDC during the previous meeting held on August 2, 2018.

The presentation addressed several design updates including transitions from the ferry terminal, alterations to the form and angle of the piers 'V' shape, details of the concrete stain, the proposed lighting scheme, vertical circulation between the bridge and Alaskan Way, and temporary transition between the bridge and existing pedestrian pathway.

The design proposal included three alternatives for the bridge lighting scheme. Each lighting scheme was described as serving as a 'gateway' concept for the bridge design at night, while also showcasing the structure of the bridge. Following concerns about the previous lighting scheme proposal, the project team provided the following alternatives (*see figures 1-3*):

- Option A: Small, closely-spaced cube lighting extending the length of the structure, highlighting the shape and contours with the ability to alternate colors.
- Option B: Linear LED light strips extending the length of the structure, highlighting the shape and contours with the ability to alternate colors.
- Option C: Limited 'reveal' lighting fixtures placed to highlight the main structural components, such as the deck and piers.



Figure 1: Bridge lighting - Option A



Figure 2: Bridge lighting - Option B



Figure 3: Bridge lighting - Option C

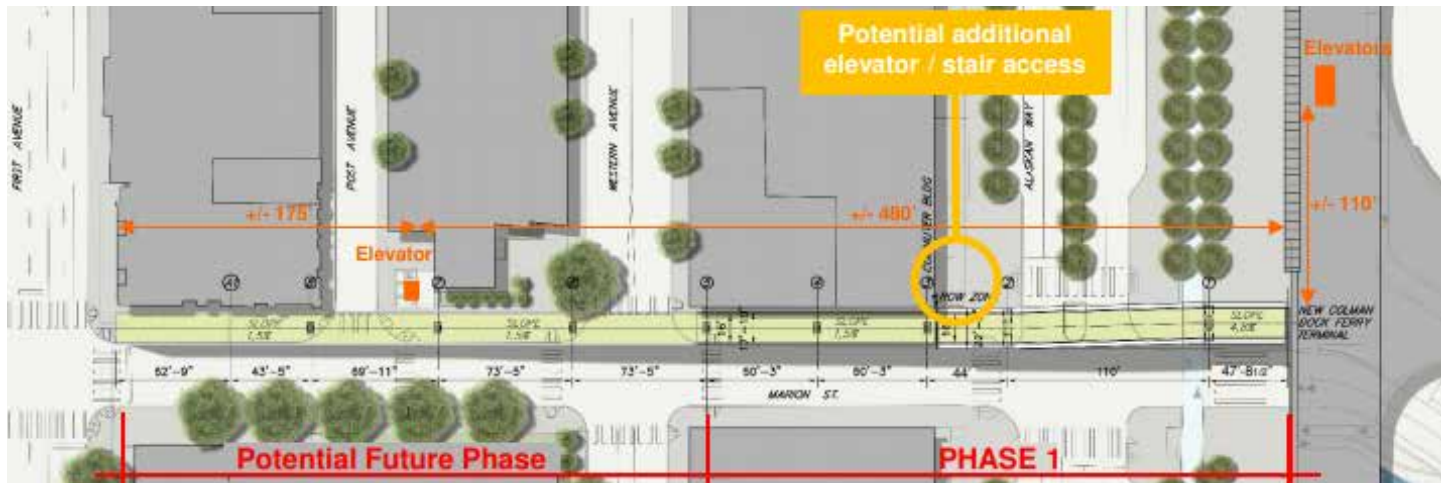


Figure 4: Proposed location of potential connection



Figure 5: Temporary transition designs - railing (left), bollards (center), and pavement marking (right)

The project team then discussed a potential stair and elevator connections between the new bridge and a property to the south (currently the Commuter building), which is slated for redevelopment. (see figure 4) Several options were presented to address how the proposed pedestrian bridge will transition into the existing walkway between 1st Ave and Western Ave, where the width of the proposed pedestrian bridge will transition from 16 feet to 10 in width. The proposal included options such as railing, bollards, and pavement markings to help guide pedestrians (see figure 5). Due to the increased width of the proposed pedestrian walkway, which will be constructed during phase II, the project team also discussed the possibility of widening the sidewalk adjacent to the pedestrian pathway near the intersection at 1st Ave and Marion St.

Agency Comments

Angela Brady, Office of the Waterfront, stated that the project team is at 60% design and she hopes several concerns and recommendation from the previous meeting have been addressed. Ms. Brady then said they have had several meetings with the developer of the adjacent property to discuss providing additional vertical circulation. The developer is just starting to think about what they want should be developed, but is very open to considering an elevator and stair connection to the bridge from the new building.

Public Comments

None

Summary of Discussion

The Commission organized its discussion around the following issues:

- Lighting
- Vertical Circulation
- Column Design
- Interim transition
- Sustainability
- Walking Surface
- Intersection connection
- Funding

Lighting

The SDC appreciated the project team providing alternative lighting schemes. The commission preferred Option C lighting scheme. Commissioners agreed this option would provide the necessary amount of lighting while supporting the overall bridge design.

Vertical circulation

The SDC was encouraged to hear the project team is in discussion with the developer of the property at the Commuter building to consider integrating bridge access within the building envelop. The Commission is strongly in favor of the partnership to provide stair and elevator circulation within the private development, but recommended the access be as public as possible. Commissioners also agreed this would provide an opportunity to have a coordinated design between the bridge and adjacent property.

Column design

The SDC appreciated the proposed updates the column design, noting that the tapered design makes for a more elegant and harmonious structure. Commissioners agreed that this design approach worked better for the overall bridge design. The SDC recommended the project team study how to protect pedestrians, specifically visually impaired users, from potential conflicts with the columns due to the change in the design.

Interim transition

The SDC discussed the different treatment options for the interim transition. Commissioners agreed the project team should avoid solutions using temporary bollards and striping. The Commission thought that providing a bench could be an adequate solutions, but recommended the project team study the space after the bridge is completed before providing a solution.

Sustainability

The SDC is concerned with the bridge drainage standard recommended by SPU. The Commission strongly supported the drainage design provided by the project team instead of using the SPU standard. Commissioners felt it was important for SPU to reconsider their drainage requirements for bridges like this in a highly urban context. The SDC commended the project team for integrated the downspouts within the bridge design. Commissioners then encouraged the project team to integrate vertical drains within the recessed portion of each column.

Walking Surface

The SDC supports the use of the water tight finish and lighter concrete color. The commission then recommended the project team continue to coordinate with Colman Dock to better integrate materials used for both projects.

Intersection connection

The SDC appreciated the proposal to increase the sidewalk width near the southwest corner of the intersection of 1st Ave and Marion St after phase II is constructed. Commissioners again cautioned the project team to protect pedestrians from potential conflicts with the proposed columns near the intersection.

Funding

The SDC strongly recommended the project team seek full funding for the project to be completed in one phase instead of two phases.

Action

The Commission thanked the project the team for their presentation of the schematic design phase of the Marion Street Bridge project. Overall, the Commission appreciated the project team's responsiveness to recommendations made during the previous meeting. The SDC voted, 6-0, to approve the schematic design for the Marion St Bridge project with the following recommendations:

1. Recommend Option C lighting scheme
2. Continue to discuss the possibility of integrating vertical circulation within the adjacent development. Ensure the potential connection is as public as possible.
3. Study how to protect pedestrians from potential conflicts with the columns with a lower V structure.

4. Strongly consider using the drainage design provided by the project team instead of using the SPU standard.
5. Consider integrating the vertical drains within the recessed portion of each column.
6. Study the interim transition area after the bridge is completed before providing a solution.
7. Continue to coordinate with Colman Dock to better integrate materials used for both projects
8. Continue to seek full funding for the project to be completed in one phase instead of two phases.