



Seattle Design Commission

Approved

Minutes of the Meeting 5 October 2006

Greg Nickels
Mayor

Karen Kiest
Chair

Tasha Atchison

Pam Beyette

Evan Bourquard

Brendan Connolly

John Hoffman

Mary Johnston

Anindita Mitra

Dennis Ryan

Darrell Vange

Guillermo Romano
Executive Director

Layne Cubell
Senior Staff

Projects Reviewed

Big Projects Overview

Alaskan Way Viaduct and Seawall
Colman Dock

Central Waterfront Master Parks Plan
SR520 Interchange

Magnolia Bridge Replacement Project

Convened: 9: 30am

Adjourned: 1:30 pm

Commissioners Present

Karen Kiest, Chair
Pam Beyette
Evan Bourquard
Brendan Connolly
Mary Johnston
Dennis Ryan
Darrell Vange

Staff Present

Guillermo Romano
Layne Cubell
Tom Iorino
Heather Nelson



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5 Oct 2006 Projects: **Big Projects Overview**

Phase: Briefing by DC Staff

Previous Reviews: 15 June 2006, February 2006, 15 September 2005, many previous,
(Alaskan Way Viaduct and Seawall)

7 April and 15 September 2005, 3 August 2006

(Colman Dock)

25 May 2005, 20 July 2006

(Central Waterfront Master Parks Plan)

18 August 2004, 15 July 2004, many more....

(SR-520 Replacement Project)

Presenters: DC staff

Attendees: Clair Leighton, SR 520 Project

Time: 1 hour (SDC Ref. # 221| DC00334)

Summary: The 2006 Design Commission Workplan identified several big projects as priorities this year - alongside regular CIP and ROW project reviews. Commission staff members presented a brief discussion of recent progress on these priority projects: Alaskan Way Viaduct and Seawall, Colman Dock Redevelopment, Central Waterfront Plan and the SR-520 Replacement and HOV Project.

The Commission typically sees the Viaduct team at quarterly intervals, but the last review was in June. The Commission would like to hear from the Viaduct team, which is regrouping and waiting on a final decision from Governor Gregoire later this year, and has scheduled a tentative briefing for early November. Regarding Colman Dock Redevelopment, the Commission recommends viewing in context with the Olympic Sculpture Park and Seattle Aquarium, Seattle Parks Master Plan and the Central Waterfront Plan. The Commission appreciates that the Colman Dock team has been willing to keep us updated in occasional briefings and is very receptive to our collaboration.

The Commission notes the Waterfront Plan is a public outreach priority and would like to be involved with refreshing this Plan prior to the City going out with an RFQ for the next phase, the Public Realm Plan. Council has not yet lifted the proviso, but DPD hopes that to send out the RFQ by year end once a decision from Governor is reached and start 2007 with next phase of waterfront plan. For the 520 Project, the Commission recommends moving from a diagrammatic to a design approach reconciling all impacts of the project. The Commission's stand on Pacific Interchange has not been enthusiastic as it is concerned about the 10 lane interchange over Foster Island, which merely relocates the traffic impacts from Montlake to University of Washington. The Commission reviewed its draft letter on the Preferred Alternative and tabled review of a second letter on the DEIS for later this month since WSDOT has extended its deadline.

Alaskan Way Viaduct and Seawall

In 2002, the Design Commission started review of the project with the Planning Commission and in 2005 agreed to separate the work of the two commissions. This year, the DC has had quarterly project updates in early March, June and hoped to at last meeting, but due to a busy day rescheduled for Nov 2. The Design Commission joined forces with the Planning Commission on review of the DEIS back in 2004. City Council recently decided not to put the project out for a public vote, finding the issue too complex, much as the Design Commission flagged in its letter of late July. Last week, City Council issued a statement and reiterated its support for the tunnel as preferred option, but if that proved too costly would like further exploration of surface option. Tunnel is actually proposed to be a cut and cover design, not a bored tunnel, but there seems to be lots of public confusion about that. The Commission has previously determined that the tunnel had best options for urban design along the central waterfront from King Street and a bit south all the way north to Victor Steinbrueck Park and through the Battery Street tunnel. The new roadway will be side by side when it starts south of King Street then cantilevers to stacked tunnel along central waterfront. Another advantage of this project is its potential connectivity to the lid of Steinbrueck Park. Both the Viaduct and 520 teams have reevaluated their preliminary cost estimates, at the request of State's Expert Review Panel (ERP) and WSDOT released revised cost estimates two weeks ago.

Colman Dock

There are changes proposed to the comprehensive plan and departures from the land use code which have yet to be formally adopted for this very ambitious project. The Planning Commission will address this, not the DC as this is a comprehensive plan issue. Some mixed development has been proposed for Colman Dock to make it an urban attraction with amenities along the waterfront. The Colman Dock team has been willing to regularly update the Commission and WSF has been very receptive of our collaboration, but this is a long term project. Two advisory groups oversee this project : 1. a citizens group (represented by John Hoffman /DC) and 2. technical review team (of which Guillermo Romano is a part).

Central Waterfront Plan

The Commission has been involved in the Plan since 2003, co-sponsoring the first two public forums with the Planning Commission and participating in the 2004 city-sponsored Design Charrette. It notes the Waterfront Plan is a public outreach priority this year and would like to be involved with refreshing this Plan prior to the City going out with an RFQ for the next phase, the Public Realm Plan. Council has not yet lifted the proviso, but DPD hopes that to send out the RFQ by year end once a decision from Governor is reached and start 2007 with next phase of waterfront plan.

SR520 Interchange

For the 520 Project, the Commission recommends the time is coming to move from a diagrammatic to a design approach reconciling all impacts of the project. The Commission's stand on Pacific Interchange has not been enthusiastic, while it recognizes some merits, it is concerned about the 10-lane interchange over Foster Island, which merely relocates the traffic impacts from Montlake to University of Washington. The Commission reviewed its draft letter on the Preferred Alternative and tabled review of a second letter on the DEIS for later this month since WSDOT has extended its deadline.

The DC has been involved with this project for almost as long as the Viaduct, since 2002, with WSDOT and SDOT participation. Nick Rossouw, former Commissioner sat on the state's technical advisory group at request of Councilmember Conlin. Jan Drago, Transportation Chair at City Council, Richard Conlin also of City Council, Deputy Mayor Tim Ceis and SDOT Director Grace Crunican, are the 4 city reps on the 40 or so person trans-lake Executive Committee, representing all affected communities. The Commission briefed Council in mid August and submitted a memo in advance with their salient points identified. Nick, David and Dennis attended that session, and Council asked the Commission to reconsider its recommendation and revisit the 6-lane options. Two letters will be sent this month, one on the Preferred Alternative and one on the DEIS. The Commission reviewed the Draft Preferred Alternative letter proposed by a subcommittee of 3 members and staff and suggested a number of changes, and gave their approval to send it out to Council and the Mayor by October 6th.

05 October 2006

Project: **Magnolia Bridge Replacement Project**
Presenter: Kirk Jones, Seattle Department of Transportation
Attendees: Matt Dalton, HNTB
 Brian Elrod, HNTB
 Kristian Kofoed, DPD
 Peter Smith, HNTB, consultant team project manager
 Yuling Teo, SDOT, Project Engineer

Phase: Design Development
Previous Reviews: 15 July 2004 (Concept Design Update), 17 Oct 2002 (Pre design), and
 17 April 2003 (Concept Design)
Time: 1 hour (SDC Ref. # 169/RS0606)

Action: **The Commission thanks the SDOT team for the overview of preferred Alternative A, the overall design process on the bridge and updates on other design elements. The Commission approves of early design development of structure and type studies and has the following recommendations.**

- **Supports pre-stressed concrete girders for the bluff and straight, cast-in-place box girders for the mainline section as proposed and feels that the haunched arch over 15th is appropriate.**
- **Supports pedestrian and bicycle amenities being incorporated into the design, not just as add on features.**
- **Calls for integrating art on bridge design. The Commission appreciates the involvement of SDOT's public art manager in the design process and hopes she will have an ongoing role.**
- **Appreciates link with park below and suggests looking at the art potential with the columns as they frame the entrance to the park. The two gateway moments/opportunities are the one over the park and one over 15th.**
- **Supports the "progressive" design vocabulary, and encourages the team to strive for consistency, transparency and lightness in the design.**
- **Agrees with Design Advisory Group's recommended change to a haunched arch over 15th.**
- **Be careful to attend to detail for those who use the park. Elegant treatment of columns there especially is recommended.**

Proponents Presentation

The Commission as a whole has been involved with this project for 4 years. Previous Commission concerns have included: the preferred alternative which follows the current alignment, whereas the Design Commission preferred an alternative scheme that would better accommodate waterfront access, urban design linkages, Port redevelopment at T91 and better transit connectivity. This is a CIP project, so a formal action should be taken.

The project involves \$10 million for design and environmental work. 4 million is currently needed to fill the funding gap for design. The total cost of the project is estimated to be \$196 million. The team looked at several different routes and locations for replacing bridge, has prepared 14 environmental discipline reports, has briefed the Commission, the community, and the Port of Seattle, and presented to the mayor. There has been a fairly overwhelming support for Alternative A - replacing the bridge immediately South and adjacent to existing bridge. The next phase will determine the type, size, design and location of the replacement bridge. As of July, the team has narrowed these choices down to 3 and is ready to make a decision and select bridge type.

The Proponents gave an overview of aesthetic, technical and budget and life-cycle costs for the alternatives, which included:

- Using pre-stressed, haunched cast in place concrete box girders (which provides arch, spacing a bit further apart because of structure type), or straight cast in place concrete box girders over 15th.
- Using pre-stressed concrete box girders, or straight cast in place girder (depth a little bit deeper than pre-stressed) for mainline structure.
- Improving the sea wall, at 23rd Ave ramps, currently 2 piers in the water, but will have one mainline pier in the water.
- Using pre-stressed concrete girders at Magnolia Bluff: much closer column spacing than the haunched cast in place box girder. Both provide much more park space below.

Proponents gave overview of bridge column types: haunched with flared top, angular flare, tapered double columns (each in either concrete box or pre-stressed). Highlighted opportunities for introducing artwork, lighting, railing and viewpoints at overlooks. The Commission previously recommended haunched cast in place concrete box girder, flared type column, which complements the arch in the haunch and in the column itself. For the mainline: straight cast in place box girder is recommended. For 15th, the haunched cast in place box girder is recommended as well.

Discussed bicycle/pedestrian access. Options include a stairway on the side of the rail tracks looks at providing ADA and bike connection to link directly to multi-service path. This ramp is 500' in length, per ADA requirement, 400' difference between height of bridge and touchdown below. The team also presented options for lighting roadway and pedestrian access and introducing accent lighting in between. Roadway lights are standard as baseline, they are also introducing a newer design which is still standard.

Commissioner Questions and Comments

- Question about development and uses of Northbay.

That is a Port of Seattle masterplanning process, the final EIS is what the Commission has been shown. The building height under current zoning is 65ft, proposing upzoning to 85-110 ft. The City has rejected the EIS, and asked the Port to come back with more specific zoning overlay. The city and Port are working together and will be presenting to City Council. The city is looking at new uses consistent to existing uses, and a change from industrial to non-industrial zoning. This is at least a couple of years away. The Port's preference would be to get a tenant and to lease the land, would like to see employment come into this area.

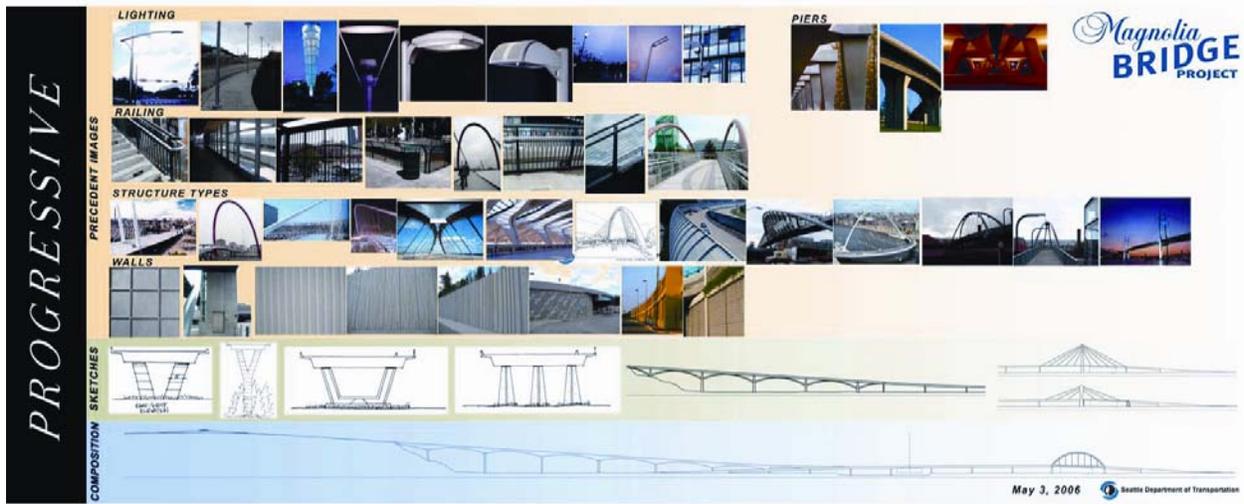
- Questions whether Leslie Bain's urban design scoping and recommended pedestrian access/esplanade is included in the design considerations.

Proponents respond that they are only looking at bridge and respite spots at nodes, not at that larger esplanade. The team sees opportunities to involve adjacent development, combining public and private development amenities for pedestrians and cyclists.

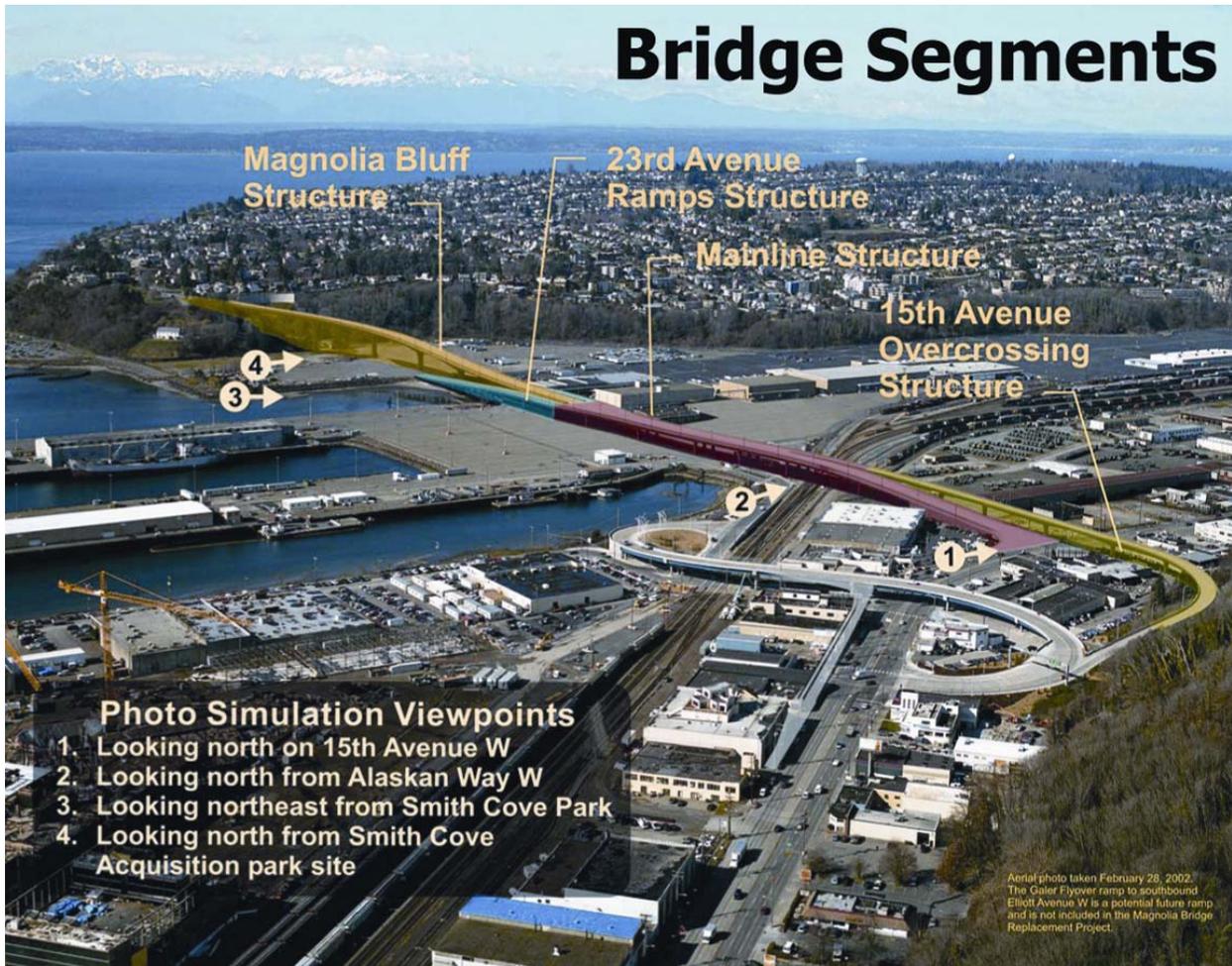
- Asks how SDOT is working with Parks on this project.

Proponents respond that they are working together and that Parks prefers the haunched box girders for much more space in spans, resulting in more park space, providing an area for a ball-field, etc. Is moving the structure 150' south from existing bridge. Filed letter jointly with Parks and SDOT. Some challenges, cannot use park property as transportation facility.

- Suggests treatment of columns in the park, doing something around the base, landscaping, to make this a monumental moment.
- Suggests consideration of future widening of pier over 15th. The Columns serve as a special moment, using lighting, locating the overlook so they relate to those two gateways. Presently there is no sidewalk, the overlook does not exist. Major artery may be widened in future to accommodate mass transit, affecting right of way. So, this section should be set back a bit to allow for potential widening for public use.
- Suggests keeping the design as simple, elegant, light and transparent as possible. Not reflecting the maritime or historic design.



	FLARED TOP	ANGULAR FLARE	TAPERED DOUBLE COLUMNS
CONCRETE BOX GIRDER HAUNCHED			
CONCRETE BOX GIRDER STRAIGHT			
CONCRETE PRESTRESSED GIRDER			



5 October 2006

Project: Commission Business

ACTION ITEMS

A. Timesheets

B. Minutes from 9/21/06/Nelson

DISCUSSION ITEMS

C. Skybridge Policies Update/Cubell – 10 mins.

D. Public Outreach/Iurino – 5 mins.

E. Outside Commitments/All – 10mins.

ANNOUNCEMENTS

F. DC Welcome/Farewell Reception, 10/19, 6-9pm

G. Olympic Sculpture Park Opening – postponed to 1/20/07