



**APPROVED**

**MINUTES OF THE MEETING  
June 19, 2008**

**Seattle  
Design  
Commission**

Convened: 8:30am  
Adjourned: 2:45pm

**Greg Nickels**  
*Mayor*

**Karen Kiest**  
*Chair*

**Tasha Atchison**

**Brendan Connolly**

**John Hoffman**

**Mary Johnston**

**Juanita LaFond**

**Dennis Ryan**

**Norie Sato**

**Darrell Vange**

**Darby Watson**

**Guillermo Romano**  
*Executive Director*

**Valerie Kinast**  
*Coordinator*

Projects Reviewed

1200 Stewart  
Mercer Corridor Improvements Project  
King Street Station  
Green Factor Audit  
Myrtle Reservoir Park

Design Commissioners Present

Karen Kiest, Chair  
Tasha Atchison  
Brendan Connolly  
John Hoffman  
Mary Johnston  
Juanita LaFond  
Dennis Ryan  
Darrell Vange  
Darby Watson

Staff Present

Guillermo Romano  
Valerie Kinast  
Tom Iurino  
Ian Macek



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**19 June 2008**

**Project: Mercer Corridor Improvements Project**

**Phase:** Briefing

**Last Reviews:** 2/15/2007, 8/2/2007, 9/6/2007

**Presenters:** Angela Brady, SDOT  
Sarah Durkee, LMN

**Attendees:**

Time: 1.0 hours

(SR169 /RS0606)

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## Project Presentation

### *Project Background*

SDOT is working with the Department of Parks and Recreation and the Parks Review Committee to infuse as many Lake Union Park elements into the urban design of Valley Street as possible. Valley St. will incorporate trees that are found in LU Park, and will have an irregular placement of trees to strengthen the park-like character. Two black granite

stone benches will be positioned on the north side of Valley at Terry. Mercer will have an in-sidewalk LED light treatment located in the sidewalk at the Green Fingers. Boren and Mercer will also have a tessellated column sculpture commissioned by a local artist. This art column design has been approved by the PAAC. Rain gardens will be located along the east side of Westlake (north of Valley), and a wet median on Mercer, which will both provide sustainable natural drainage stormwater treatment.



**Figure 4: Improvements at Boren and Mercer**



**Figure 5: Valley Street improvements.**

During the early design stages, the design team had proposed to use an overhead hanging lighting scheme (catenary lighting) on Valley St. The team re-evaluated this lighting proposal after an initial meeting with the Design Commission where consistency in lighting throughout the project was brought up as an issue. The team has been working hard to create a consistent lighting scheme throughout the project area, but also incorporate some of the special lighting treatments used within the Park along Valley St. A final decision regarding lighting design has been reached as follows:

**Mercer St.:** Use Chief Seattle base poles with alladin arm fixtures for street lighting; street lighting will include an LED finial lighted band at the top of each light to make a statement along Mercer; traffic signal poles will also include Chief Seattle bases to match light pole bases (these are larger than typical poles and will require special larger castings); pedestrian lighting will be supplemented by adjacent developers.

**Valley St.:** The team worked with Parks to select pedestrian lighting that would complement Parks lighting; After looking at several options, the team decided on using black Flex lights along Valley Street with black Chief Seattle bases on the traffic signal poles.

The Chief Seattle base will also be used along Westlake and 9<sup>th</sup> Ave. The poles on Fairview that hold the overhead lines for Route 70 bus vary greatly in diameter and will remain smooth rather than creating multiple Chief Seattle base castings.

A 2x2 score cut paving pattern will be used on the sidewalk at all locations except on the north side of Valley just adjacent to LU Park, where we will be using a 4x4 score pattern to match Parks sidewalks. In addition, a dense under story of plants is being used. Street names will be inlayed in the sidewalk at corners.

**Commissioners' Comments:**

- Going with the more contemporary fixture works well in this area. The globes were thrown in there originally because there were already some located there.
- Is signage your purview?
  - There are street signs, which will be the standard City signs. The goal is to use the poles that there are and have as many joint poles as there can be.
- Is construction management planned?
  - That is the next hurdle. Construction will not be started until next summer. SDOT does have staging plans and have been talking with local businesses already.
- Is this project in the Urban Mobility Plan?
  - It is not. Looking to extend 2-way Mercer to Elliott, which is part of the Urban Mobility Plan.
- Appreciate the overall simplification of the plan and the lighting.
- Appreciate the improved connection with the park
- Congratulations on securing the landscape plan for gateway at I-5 on and off ramps.
- Appreciate the art.

**Recusal: Commissioner Watson**