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**Diane Sugimura**  
Director, DPD

**Karen Kiest**  
Chair

**Tasha Atchison**

**Brendan Connolly**

**John Hoffman**

**Mary Johnston**

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## APPROVED MINUTES OF THE MEETING

**September 18, 2008**

Convened 8:30 am  
Adjourned 3:14 pm

### Projects Reviewed

DPD Planning Division Update  
Madison Valley Storm Water Improvements  
Center for Wooden Boats – SLU Park  
DPD Green Building Team  
Pike Pine Transit Access Improvements

### Commissioners Present

Karen Kiest, Chair  
Tasha Atchison  
Brendan Connolly  
John Hoffman  
Mary Johnston  
Dennis Ryan  
Norie Sato  
Darby Watson

### Staff Present

Guillermo Romano  
Valerie Kinast  
Shannon Glass

**Celebrating 40 Years 1968-2008**



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**September 18, 2008**      **Project:**      **DPD Planning Division Update**  
**Phase:**      Bi-Monthly Update  
**Last Reviewed:**      August 16, 2007 and October 18, 2007  
**Presenters:**      Ray Gastil, Planning Director  
**Attendees:**      Rebecca Herzfeld, City Council Central Staff  
                                 Lloyd Douglas, Cascade Neighborhood

**Time:** 1 hour

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## **ACTION**

**The Commission thanks Ray Gastil, the new Planning Division Director, for coming and sharing his experience and specific interests.**

- **The Commission is glad to share its work and role in the projects such as the Central Waterfront and Station Area Planning, King Street Station, Civic Square, and the overall review of major transportation projects. Reiterates its support for City Design.**
- **Looks forward to quarterly updates.**

The purpose of this meeting was to introduce the new DPD Planning Division Director, Ray Gastil, to the Commission. The informal conversation covered general topics regarding the vision for the City and the Planning Division's work. The conversation revolved around the role of the Commission, examples of projects, and issues in which the Commission could provide value to the City's and DPD's work. There was also an opportunity to discuss how CityDesign work ties into the Commission's effort to support good urban design; the importance of planning for open space; and the two major areas of interest that are commonly held by Ray and the Commission: the Waterfront Planning and Neighborhood and Station Area Planning.

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<b>September 18, 2008</b>	<b>Project:</b>	<b>Madison Valley Surface Water Improvements</b>
	<b>Phase:</b>	Concept Design
	<b>Last Reviewed:</b>	
	<b>Presenters:</b>	Rick Ballard, RH2 Engineers Brent Middleswart, SPU Peter Nelson, Karen Kiest Landscape Architects
	<b>Attendees:</b>	Celia Kennedy, SPU Christine Herrington, Karen Kiest Landscape Architects

**Time:** 1 hour

(169/RS0607)

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## **ACTION**

The Commission thanks the team for their presentation, is excited to see a necessity turned into an amenity, and unanimously approves of concept design with the following comments and recommendations:

- Commends the general direction, and thinks the overall intent is very good.
- Thanks SPU for treating this engineering project as a neighborhood feature.
- Identifies that both concepts have two nodes, and recommends careful consideration about how they're connected.
- The proposed integrated amphitheater seems like a viable feature to add, making the north location, due to sun exposure, the best spot for it.
- The inspiration images are focused on a singular gesture, which the concepts did not support; consider making features stronger, whether more formal or informal.
- Recommends the use of art work for its potential role to make connections between the two areas, the site and the drainage system as a whole.
- Recommends considering the management entity as a very important decision maker in the development of concepts and site design.
- While the center is inviting, many people will experience this space from its edges. The sidewalks should be treated with as much care as the center. The neighbors may not consider the sidewalk as a great amenity, but they will as it's developed.
- The water draining cage is an amazing engineering structure that should be celebrated. This could be a great aesthetic and functionality design feature.

**Recusals:** Commissioner Kiest recused herself from the presentation.

## **Presentation**

### **Project Overview/Context/Background**

Recent storms in August 2004 and December 2006 initiated action to find the most viable economical solution for the community and the City. Recently, City Council adopted a preferred option the Northwest Diversion Route and Washington Park Diversion or Detention.

Hydraulic and physical computer modeling has been conducted, to provide decision making tools for a solution to the problem. An existing interim detention area was built in the summer of 2006, and the proposed action expands it. The other elements of the project are a pipe diversion, which intercepts and routes to another detention in Lake Washington. An MOA is being developed with the Parks Department.

The project is proposed in two phases. The first phase is scheduled for construction summer 2009, and the second one in 2010-2011. The second phase is being treated as a separate project.

The landscape concepts were shared with the public last night. The Design Commission's comments will be shared with the public, and there will be several public workshops through a Public Information Plan.

### **Hydraulics and Drainage System Challenges**

This 700 acre basin drains to a location at 30<sup>th</sup> and John, where the separate storm water pipes are injected into the combined sewer pipe, which then drains through the Arboretum.

The improvement proposes diverting the storm water to a storage facility at the park, as well as a storage facility at 30<sup>th</sup> and John. The storm water diverted from the northwest area is diverted to a facility at John and 27<sup>th</sup>. The Phase Two plan will pick up the water at John and 27<sup>th</sup>, and divert it across Madison and into Washington Park.

Phase One involves the expansion of the existing facility at 30<sup>th</sup> and John. It will take up an entire block. The combined sewer line does not have enough capacity to drain this basin during very large storm events. It has to be controlled and stored in a facility. The interim facility was designed to handle a portion of that water.

A large diameter underground pipe near 30<sup>th</sup> and John Stores about 400,000 gallons of water. A valving system stops the storm water from entering the combined sewer line. When the combined sewer is full, it will back up into an underground detention system. Additional back up enters an above ground detention facility. The water is detained for a very short period of time, and will only fill during 100 year storm events.

## **LANDSCAPE**

### **Site Analysis**

It's important that the sides of the site remain at 4:1 or 3:1 slopes. It's challenging to overlay the design on that constraint, but unique opportunities have been found. It is a half block site, surrounded by residential houses. The northern half of site is a basin with lawn and 4:1 and 3:1 slopes. There is a concrete circuit around the existing park, and the neighbors prefer to keep that walkability.

The southern end is being looked at as an area of opportunity for regrading and land forms. Visual access to site from all sides is being considered for safety reasons – and the community has expressed concern to avoid hiding places. There are some existing trees; a grove of aspens will be retained. The neighbors have taken ownership of a grove of plum trees; although they must be removed for grading, referencing them in the design is being considered.

### **Inspirations and Precedents**

- Land forms for shaping and visual interest, such as Earthworks Park and Maya Lin work.
- Texture in planting and materials, to create diversity in visual experience.
- Paths through the site, either hard lines or meandering, naturalistic ones. It is challenging to create ADA route through the site, so different ways to cross through and experience the bottom of the basin are being explored.
- Overlooks for looking into the site.
- Bridges for crossing into and over the site, and creating verticality.

### **Plants**

- Lawn, for ease of maintenance, and ornamental grasses to create verticality and visual interest.
- Scattered trees throughout site to create the sense of a real place.
- Wetland plants
- A Green Edge to create a small scale, layered buffer for the neighbors desire to use largely natives for both maintenance and ecological reasons; but not natives exclusively
- Ornamental plantings, possibly as a more formalized concept with straighter edges, and referencing the plum orchard.

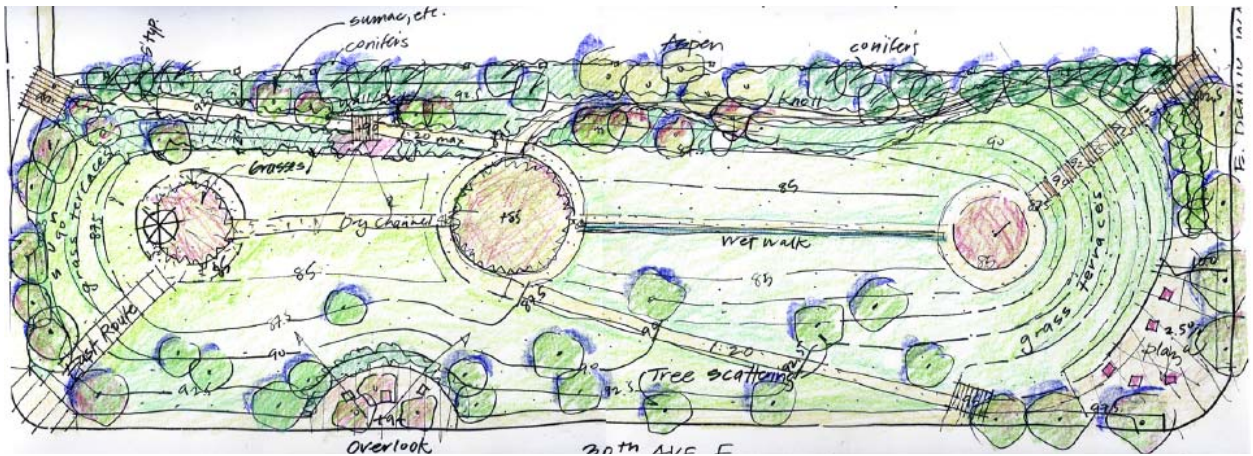
### **Concepts**

Both have the same elements, but are basically rendered the same way; one is more formal, the other is more naturalistic.



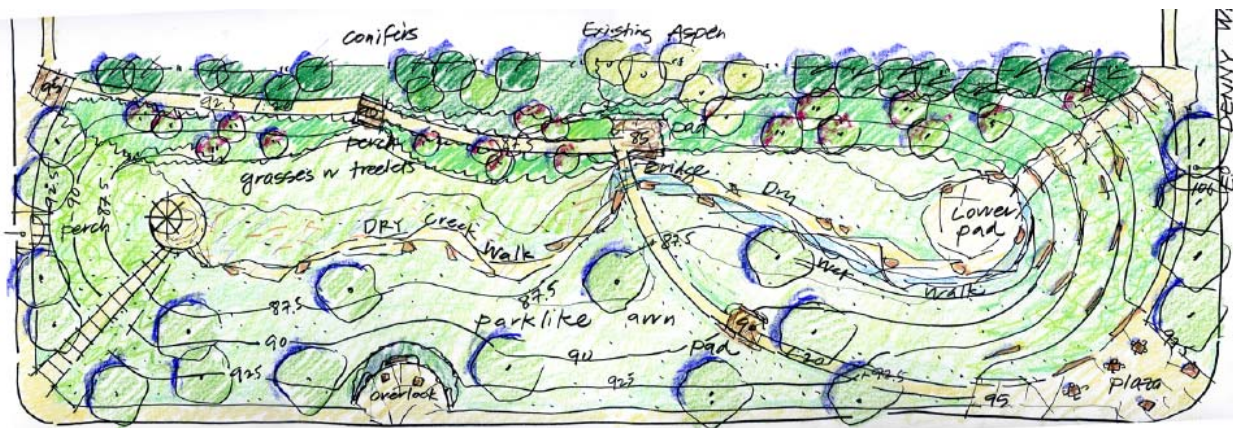
**Concept A**

- More formal and linear; creating a long, linear look of a canal along the basin's bottom; possibly mixing wetland planting at one end, shifting to a drier channel at the other for variety.
- A circular area, such as a Jens Jensen Council Circle for gathering, or a center of plants to walk around.
- Takes advantage of sloped end of site, as an opportunity to use like an amphitheater, gathering area, or informal performance space.
- Pushes out sidewalk, for seating or picnic tables.
- Allows quick access through the space via a simple stairway.
- An ADA route, with stopping points for reflection and interpretive elements.
- Retains the existing maintenance route as an access point.



**Concept B**

- A more "Northwest" approach, incorporating more stone
- Uses boulders for seating.
- Features a dry creek, incorporating an adventure or exploration trail.



**Commissioners' Comments/Questions**

*It's common for these types of ponds to have fencing. Are there fence plans here?*

The community strongly opposes a fence, and the 3:1 slope eliminates the need for fencing.

*Are problem areas like this one occurring in other parts of the city?*

There are pockets, but this is a large impact area.

*If the 100 year storm is happening every two to four years, are the facilities being changed to respond to that?*

Part of the modeling work and historical data recognizes that the two most recent events have been exceptional. It's hard to forecast future events, but historical evidence can be addressed.

The City's design standard is 25 years.

*Could you summarize the public comments from last night's meeting?*

The public sees the site as flat and expressed desire for a basketball court and children's play structure. It was explained how the slopes constrained those uses. They want a child-friendly area, which needs to be pursued.

*What would make it more kid-friendly?*

Creating undulations in the lawn, allowing for "nebulous" areas.

*Will the series of rock formations diminish the drainage capacity in any way?*

No, but the cut and fill should be maintained.

*What are the site's dimensions?*

About 300 feet wide, half a city block.

*When there's an event, how is the water discharged?*

Part of the water comes through a ten feet diameter pipe. More water flows from the surface, especially from Denny and 30th. This pond reportedly filled in 15 minutes. At full capacity there pond is 11 feet deep.

*What happens with the trash that flows with storm water?*

It's cleaned up afterwards. There is very little silt and sediment.

A flexible choice of materials is being considered. There is 50 feet of underlying peat, so settling is anticipated.

*What's the project budget?*

Phase One is about \$1.4 to \$1.5 million. The whole project is \$23 to \$24 million.

*What is the history of the area?*

It was probably a marsh or small pond, connected to the arboretum via a ravine. There is a lot of history on the area. A couple of houses were built here in 1909. It's always had a drainage problem, at the bottom of a steep valley with a 10% slope.

*Is there an art component?*

Yes, it will be on a separate track, but an artist has not been selected yet.

*What is the schedule?*

Our goal is to complete pond excavation including landscaping next summer. If the community process to reach agreement on the amenities and landscape treatments becomes delayed, SPU plans to complete the pond excavation next summer as scheduled for the flood protection benefit. The landscaping work would follow as soon as possible, but may be done in 2010.

*SPU manages other open space areas, which is an entity that knows how to deal with people using space.*

The parks department oversees the maintenance in this area. There is discussion about whether Parks or SPU is more suitable for maintenance.

*The erratic rock or land forms could be an amenity for kids, without a formal play structure.*

*Use a strong focus on a singular idea.*

*The large cage where the water flows is an engineering focal point. The idea of water flowing out could be pushed, and expressing it through the design is an educational opportunity.*

*The plans should look larger, showing context and other pieces of the open space system. It will help the community understand that it's part of something bigger.*

*Encourage the informal structure, which may be more inviting.*

*Encourage making drawings more understandable to the public, with sections.*

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<b>September 18, 2008</b>	<b>Project:</b>	<b>Center for Wooden Boats – SLU Park</b>
	<b>Phase:</b>	Schematic Design
	<b>Last Reviewed:</b>	
	<b>Presenters:</b>	Andy Rovelstad, Leavengood Architects Alex Bennett, Center for Wooden Boats Heron Scott, Center for Wooden Boats David Leavengood, Leavengood Architects
	<b>Attendees:</b>	Jeremy Katich, Center for Wooden Boats Lloyd Douglas, Cascade Neighborhood Ben Perkowski, DPD Gloria Ramirez, Community member Marti Stave, DPD

**Time:** 1.25 hour

(122)

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## ACTIONS

The Commission thanks the design team for their presentation of schematic design for the future Center for Wooden Boats, and unanimously approves schematic design with the following comments:

### First Action:

- The Commission is reviewing the project as a privately funded facility within the emerging South Lake Union Park. There is concern about the lack of representation of Parks and other constituents during the presentation related to the integration of the Center within the evolving park landscape.
- There are concerns about the physical relationship of the Center and how it responds to the outdoor spaces.
- There are concerns about service and unloading issues, particularly with trash and catering activities that relate to the future MOHAI relocation in the Armory building. This operation will affect the Center and its relationship to the water, impacts on arrival and perception from the south.
- Recognizes this to be dynamic facility in an emerging park, encourages team to pay attention to service access, and greeting from the south as appropriate. Recommends refocusing attention to the south side elevation as an opportunity relating to the City, streetcar, and views of the facility. Note that Terry Avenue is a primary entry node for pedestrians and bicycles. Encourage to engage more fully considering how circulation flows relate to the design.
- Appreciate sustainability goals, as linked to the passive nature of wooden boats and natural forces. Encourage building forms to relate and articulate that expression.
- Appreciate the village concept; however there is some concern about the stair circulation and landing. As expressed in drawings, the higher landing does not relate to elevation recess.
- There is some concern that a three building parti is too condensed on the tight landscape. The postage stamp relation to the trapezoid “pad” is problematic for complete integration of the Center with the overall park plan. Recommends further negotiation with the Park Department and Parks Foundation to break that limitation.
- Incorporate signage into the architecture, as a fully integrated aspect of the design.
- Outdoor spaces are critical to the experience of the building, and should be engaged more fully.
- Appreciate craft and simplicity of building architecture, and encourage a more robust balance of materials.

## Second Action

- **Unanimously disapproves current physical relationship of the building facility to the landscape and geometry of surrounding park, based on the constraints of the defined envelope (pad) of the postage stamp.**

## Presentation

### Project Background

The Center for Wooden Boats is about 30 years old. Annual visitor counts are 60,000 to 70,000. Its mission is a gathering place for the community, with access to the water, and educational outreach for urban youth. In the last ten years, there have been increased levels of growth. The center has expanded programs to meet demand. The neighborhood is growing and values are increasing. We are very fortunate to be part of SLU Park and MOHAI in the Armory Building. The Center is very constrained for space, while its programs and interest in it our expanding. The SLU population is expected to grow with residential building and corporate campuses.

### Programmatic Goals

The Center for Wooden Boats is not just a museum. A lot of activities must fit into the expansion. In 2005, Mithun was hired to create a program analysis, which suggested a need for 30,000 square feet to meet demands for expansion. The last few years have been spent whittling down programs to work within a smaller space.

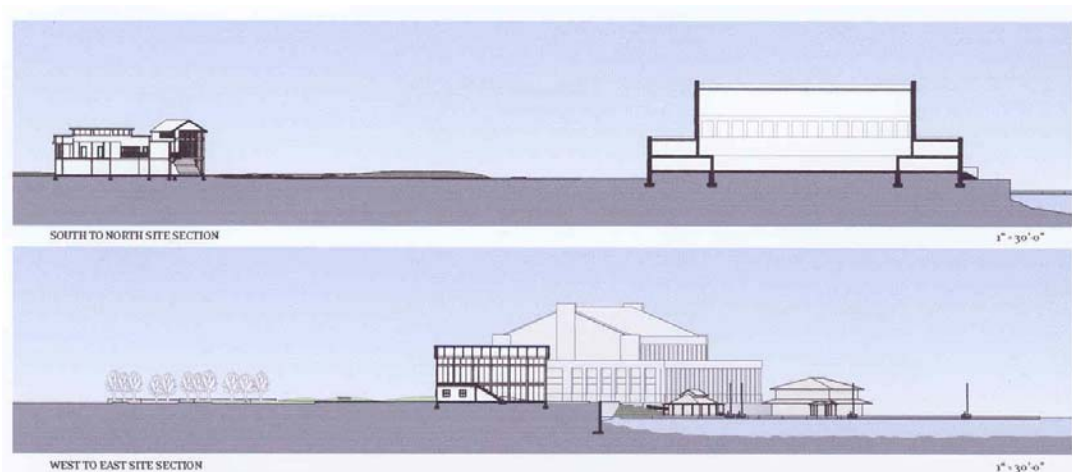
Currently the building has 8,000 feet. The basic components are:

- A Restoration Center is a shop open to the public, to achieve goal of accessibility. It feature storage and a tool shop, and open space for bringing boats in and out.
- A Learning Center, which features two classrooms. One is more focused on youth classes; the other is intended for rotating workshops.
- An Interpretive Center for museum-related activities, housing an archive room, models, historic tools, library, administrative and support functions, and the front desk and entry.

### Plans

The park circulation patterns were established many years ago. Many design considerations have addressed, including a service road. Two village concept approaches have been suggested in charrettes with volunteers and staff:

The working museum is a key to this whole piece. The Learning Center and Interpretive Center is a social hub. The connection between the interior and exterior is very important. There will be a new access point, in addition to the existing ones, a visual connection will happen with the new structure, since it is a small area in the south east corner of South Lake Union Park. This physical and visual connection is critical.





There is an old state waterway which is owned and controlled by DNR. There is an agreement for the Center for Wooden Boats to occupy this waterway. South Lake Union Park is City-owned land; the Parks Department controls everything but the Armory Building. They also have design oversight rights. The park plans expand into the south east parking lot. The Center for Wooden Boats basically traded the parking lot for the building pad.

### **Site Context**

There is a major walkway with a fountain, with a grove of trees to the west. The connection to the water is critical. The goal is to be sensitive to the existing park design.

The ground floor is the social hub and greeting area. An amphitheater is tied into it. From the building interior, there will be a visual connection to the rest of the park. It's an organization and dynamic piece that ties elements together.

The shop, in the east side is a key component of the Center for Wooden Boats, and draws people in. It will have windows all along the side. Garage openings are being considered. The educational facilities are a defined area that expands at times, or remains closed at others. It also has a visual connection to the park and many entries.

The building is a small piece, dominated by the existing facilities. Our detailing and connections are important, and the goal is to achieve LEED gold. Wood and concrete siding will tie into the existing facilities, while treating it as if it were a boat in form and function. Breaking up the massing is a critical consideration.

The center is about discovery, whether through a window or open door; the goal is for the building to mimic that through the façade and lighting.



### **Commissioners' Comments/Questions**

*Where is the park relative to this project and its schedule?*

The original park began about two years ago, in the northwest corner. Phase Two has just begun, which involves shaping land forms, the existing parking lots, and south east park corner.

*Is there an opportunity for the park to respond to this design?*

The scheme was presented to its design team, and they reacted favorably.

The rest of the park is non-negotiable. The Center for Wooden Boats is responsible for connecting the building to the existing pathways.

The current park plan has a grove and criss-crossed concrete pathways; the rest of the park surface will have crushed oyster shells.

*Where is the dumpster and the building's back door?*

Currently it is part of MOHAI; their design must be finished so we can solve this problem. The alternative is to embed the dumpster. The parks department wants the entire function to exist within this building.

There's no front or back door, since the center is inherently permeable.

*There is an opportunity to increase visibility from Valley, and make it a front door.*

*Based on the Park, Terry is a view corridor and connection to the water; it will be the pedestrian and bicycle entry into the park, which makes the south elevation important.*

*Do you have specific sustainability ideas in mind?*

It is being addressed as a passive building, like a sailboat is passive. One of the conflicts to address is how to deal with water on nonpermeable surfaces. Ventilation and air cooling is another key piece. Hopefully these will be educational tools for visitors.

*The south façade needs more consideration, particularly the stairs and enhancing the public experience.*

*In the future, it will be important to illustrate how the paths relate to doors and circulation patterns.*

*The shape of the postage stamp in relationship to the trapezoid seems uncomfortable. Perhaps how the building fits within that space and SLU Park should be reconsidered.*

*Consider the south façade, and how signage is integrated into the architecture.*

*The overall expression and articulation has potential for a well-crafted building. However, there is not enough space between the buildings. Access to the rest of the trapezoid may need to give, allowing the building to play a role in that armature. A lot of elements could complement the building design. The design team is encouraged to make it welcoming and dynamic on every side.*

*The material choice of wood is good, but don't be shy of other materials to complement it, particularly metal.*

*The sections drawings are appreciated to understand form, material, and context in relation to the Armory Building.*

*Will the existing campus be included in the plans?*

The pavilion and carving shed will remain.

*How does the carving shed relate to the nearby Native American building?*

It's a separate program, but not excluded.

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September 18, 2008

**Project: Commission Business**

**Action Items** A. Timesheets

B. Minutes of August 21

**Announcements** C. Farewell and Welcome Event

D. New Commissioner Appointments

E. Penguin fieldtrip on October 2

**Discussion Items** F. Civic Square DRB/DC participation

**Time:** .5 hour

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**September 18, 2008**      **Project:**      **DPD Green Building Team**  
**Phase:**      Briefing  
**Last Reviewed:**      5 June 2008  
**Presenters:**      Jayson Antonoff, DPD  
                          Rebecca Baker, Green Building Team  
**Attendees:**      Lloyd Douglas, Cascade Community  
                          Calvin Chow, Department of Finance

**Time:** 1 hour

(220)

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## **ACTION**

The Commission thanks the Green Building Team for their presentation on their efforts and its mission of making Green Building standard practice in the city, with the following comments.

- The Commission sees code requirements as the most potent tool for leveraging change, and urges the Green Building Team to support all effort to “green” codes and regulations.
- Recommends a careful study between balance of benefits versus costs before full implementation.
- Urge the City to take an active position in carbon impact mitigation through a carbon fee assessment program.
- Underscores and encourages taking a broad view of sustainable practices in the city, including livability.
- Supports the pursuit of principles of sustainable communities in transit planning and infrastructure.
- Applauds efforts to build interdepartmental teams to address sustainable objectives, and encourages regional scale participation.
- Urges the Green Building Team to see all the components of the “home-to-work” activity as a leverage point for a sustainable future, which includes open space, transportation alternatives, land use, storm water runoff, etc.
- Supports speaker’s series to keep the City on the forefront, and to inform and challenge designers.

## **Presentation**

The Green Building Team’s mission is to make green building a standard practice in Seattle through education, technical assistance, and incentives. Seattle is the first city in the country with a green building initiative. It is also the #1 city in the world for LEED rated buildings, with 46 projects; 220 are in the pipeline currently. The City owns 11 LEED rated buildings. All major commercial development downtown will be LEED Silver, and most residential development downtown will be LEED.

The 2007 Benefits were based on 36 LEED buildings, showing reductions in energy and resource use. The Team is looking at sustainability in bigger ways, such as more livable spaces and improving employee health and productivity.

The Green Building Team provides:

- Technical assistance.
- Tools and resources, such as case studies, home remodel guides, and making them accessible through a resource library.
- Outreach and communications, including a lecture series.

- Market transformation. Since the market has shifted, there is more demand. The emphasis has shifted to looking at processes and procedures to make it mainstream.
- Codes and permitting, which emphasizing training internal staff, encouraging LEED certification of DPD staff, and getting green building written into code.

#### Projects

- City Capital Projects
- Priority Green Permitting, which is a program with a rating system similar to LEED; it will have an interdepartmental permitting team to move permits quickly and efficiently.
- High Impact Projects, which are large and complex, with multiple buildings. Holistic solutions are being considered in terms of transportation and energy.

#### 2030 Challenge

- In Seattle, the built environment accounts for 26% of its carbon footprint, which is lower than 40% national average.
- Current projections predict significant temp increases in the Pacific Northwest.
- Every new building project must meet fossil fuel energy construction performance standard of 50%; and existing buildings should be renovated.
- Adopted by US Council of Mayors.
- There is no specific ordinance currently in place to enforce.

#### Green Building Task Force

- To reduce energy consumption in buildings by 20% by 2020.
- Creates green economy job opportunities.
- Save Seattle residents businesses money on energy costs.
- Considers existing and new building sectors as separate pieces.

Existing Buildings Team is looking at a scorecard used in Denmark

New Buildings: Looking at incentives such as a density bonus, carbon “feebate” (carbon fee investment); and mandating green building performance standards, and energy and building code updates.

- Climate change mitigation, based on long term life of a building.
- Climate change adaptation, based on a three meter sea level rise;

#### Commissioners’ Questions/Comments

*One of the greatest impacts of your program is the speakers’ series.*

*The code requirements are the most potent thing presented today. It would be a powerful thing for Seattle to take the lead in taxing energy use.*

*The livability, community, and sustainability of cities could be boosted, like a triple bottom line.*

*Could station area planning be merged with principles of sustainable community planning, and addressing economy of scale?*

We will be hiring a sustainability infrastructure planner.

*Support the effort of reaching people, over policy*

*Support getting LEED and sustainable building and energy practices into code and regulated; it’s not helpful as an incentive. LEED is applied on a national level, but Seattle is ahead of it.*

*Are any infrastructure projects using LEED practices, such as SDOT? Is there anything the Commission can to do encourage that?*

King County Metro is working on project managers LEED certifications.

*Do you have the purview to have a workshop or mix between the departments to evaluate the City’s green infrastructure?*

There is a strong need for interdepartmental teams; it’s not just a DPD issue.



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**September 18, 2008**      **Project:**      **Pike Pine Transit Access Improvements**  
**Phase:**      Design Update  
**Last Reviewed:**      July 17, 2008  
**Presenters:**      Jeff Benesi, Mithun  
                          Ron Leimkuhler, KPFF Consulting Engineers  
**Attendees:**      Lauren Acheson, Mithun  
                          Joe Couples, SDOT  
                          Brian Henry, SDOT  
                          Brian Holloway, SDOT  
                          Liam Olsen, KPFF Consulting Engineers  
                          Gloria Ramirez, Community member

**Time:** 1.25 hours

(169/RS0606)

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## **ACTION**

The Commission thanks the Pike Pine Transit Access Improvement project team for sharing the plan to date, and unanimously approves schematic design, with the following comments and recommendations:

- Requests team to provide a thorough presentation of the general context, to better understand the users and the surrounding environment.
- Consider the opportunity to have the concepts moving from First all the way to Broadway.
- Consider opportunities for coordination with areas of activity, such as the Paramount Theater and the Convention Center.
- The Commission hopes that this plan will be used to make clear, pragmatic statements about what could happen in the future along this corridor, and identify those opportunities that could be carried elsewhere.
- Recommends incorporating future pedestrian volumes and activity nodes into the decision making process, and perhaps using the work of the SDOT-DPD Westlake Hub Study as a model or resource.
- Supports the idea of a Cloud Bridge across I-5, and to look for ways to express the uniqueness of that area through the length of the corridor. Encourages thinking of innovative ways to make the most of that space, such as a new guardrail, sound barrier, art incorporation, et cetera.
- Recommends inclusion of the Boren crossing into Pike and Pine into the study areas.
- Supports the removal of the transit island as shown.
- Encourages prioritizing the needs of the corridor, in balancing pedestrian and transit speed.
- Recommends careful consideration to the amount of pedestrian space in the vicinity of transit stops, that landscapes do not conflict with those uses; and pay close attention to streetscapes tunnel entrances vicinities.
- Encourages consideration of entire bridge, instead of the gateways alone.

**Recusals:** Commissioner Connolly recused himself from the presentation.

## **Presentation**

### **Project Overview**

The work is defined in three elements:

- Urban design from 1<sup>st</sup> to Broadway – Mithun is leading that effort.
- Preliminary design from 1<sup>st</sup> to 8<sup>th</sup>, including signal optimization.

- Creation of construction documents for 8<sup>th</sup> to Broadway.

A grant is funding the project, so there is a defined and limited scope of work. The elements of urban design will be incorporated into the 8<sup>th</sup> to Broadway elements as the budget allows. What remains undeveloped will be completed at a later time by developers or by the City when funding becomes available.

### Corridor Diagram

The Pike and Pine Street Corridor Diagram is essential to the concept. While there is continuity along the corridor, it is divided into distinct areas:

- Historic District, from 1<sup>st</sup> to 3<sup>rd</sup>, which includes Pike Place Market
- High Retail from 3<sup>rd</sup> to 7<sup>th</sup> including Westlake Plaza
- Green, from 7<sup>th</sup> to 9<sup>th</sup> where more plant material could be brought in; it has a more compact, intimate, and residential character
- Bridge, from Terry to Belmont
- Capitol Hill, the urban neighborhood

### Pine Street Corridor Details

#### First to Second:

- The proposal brings the market onto the street
- Curb layout remains, with new sidewalks and increased planting; different pavement
- Incorporates bus stop
- Historical lighting
- Encourages outdoor seating
- Reclaims the street with brick



#### Second to Third:

- The sidewalk is maintained
- Larger planting areas with street walls
- Planting areas defined in some way, perhaps with granite or concrete curbing
- Existing trees supplemented with new ones

**Third to Fourth (two options):**

- The first option improves the bus island near Macy's with safety or decorative grating; incorporates new bus shelters, pedestrian crossings, and plantings in front of Macy's; and prohibits pedestrian crossing mid block.
- The second option eliminates the island and enlarges sidewalk on both sides. It retains the bus zone at Pine and 3<sup>rd</sup> and creates an amenity zone by McDonald's. A kiosk and seating enhance the strip. Locations for bike racks, kiosks, newsstands, and street furniture are being considered. The will be a "rhythm of light," or lighting between the historic and retail zones.

**Ninth to Melrose:**

- Considering how to anchor the ends with art, or some kind of iconic feature to indicate a bridge crossing or district entrance
- Needs a newer guardrail to mitigate the noise level and increase safety, such as the Cloud Bridge at the Olympic Sculpture Park
- Art could be cultural, historical, interpretive, or a landmark
- SDOT is enthusiastic about this possibility

**Minor to Melrose**

- Includes sidewalk widening and a bike path, to alleviate observed conflict between bicyclists and vehicles at Boren crossover
- Separates the bike path to enhance crossing safety
- Retains parking
- Continues idea of lighting

**Ninth to Terry**

- Makes easier and more pleasant walk into downtown
- Separates vehicles and pedestrians
- Retains drop off and unload at the Paramount
- Potential for park on Pine to draw into streetscape
- Simple and straightforward, but more "green"

**Funded Areas**

From Harvard to Boylston, there is straightforward and simple curb bulbing, planting, and sidewalk repair. There will be more development from Belmont and Summit, where bus stops are located. There will be an expansion of the bus zones, to separate them from the path of travel. The grades will be maintained, sloping into a drainage swale. Curb bulbs at the cross streets will make them appear more residential. The existing paving is in good condition, and there will be major paving in the new strip. It also incorporates lighting and park benches into the planters.

**SDOT**

- SDOT is trying to get the bridge incorporated into the construction process, in coordination with WSDOT.
- In order to help SDOT develop funding and grants process, the design team has been advised to proceed beyond the 15% planning document. There are also studies underway on transit time savings with these improvements, in order to seek an additional grant.

**Commissioners Questions/Comments**

*Can you remind us which parts are funded?*

There are two blocks; one is from Harvard to Boylston, and the other is from Summit to Belmont. These areas are where the bulk of street improvements are planned.

*What are some of the businesses on Pine and Melrose?*

A Vietnamese Restaurant, a law office, and Bauhaus.

*In addition to the street, knowing what's in the adjacent buildings helps orient the viewer; coordination is important to make thematic things happen.*

*The greening doesn't quite make sense on the block near the Paramount Theater; perhaps there is something to carry the jazzy retail through the design.*

*For a previous task force, a big issue was traffic flow and timing of the lights.*

DPS is trying to understand how to best achieve that balance.

Much of what's trying to be achieved, such as sidewalk widening, is in conflict with traffic movements; so there is a study of how to balance it.

*Could we see a graphic of these pedestrian and traffic movements?*

These plans will be annotated. One block has a development under construction, with the intention to ask the developer to contribute to the streetscape.

*Providing a pragmatic statement of opportunities, to understand what could happen and what cannot happen, will be helpful.*

*Bringing in graphic elements to humanize the bridge is supported.*

*Knowing existing and projected pedestrian volumes will help inform decision making.*

*Parceling the corridor makes sense; but is there any value in reinforcing the length of the street as a neighborhood interconnection?*

*The tunnel entrances are obscure; make sure to open them up, and avoid obscuring them by street trees.*

*The Cloud Bridge idea could be a pedestrian amenity, incorporating storm wind shelter on the south side of the bridge.*

*One opportunity is located at the corner of Boren and Pine, incorporating movement of bicycles and pedestrians. This project may be able to address both big picture and incremental changes.*

*Are the artistic elements to be incorporated by the design team, or is there an art component or percent for art?*

There is no percent for art, because SDOT does not contribute to that program.

*Where is the grant fund?*

It's a WSDOT grant; federal funds can't pay for art.

*The Boren crossing area has some potential too. There are great examples of building crossings were artists have designed with bridges. There is a case to be made for improving guard rails, with safety in mind, to prevent people from throwing things over the bridge.*

*Encourage concentration on the whole bridge, including the handrail, guardrail, and noise barrier. That's where the art could be incorporated, as more than a gateway.*

*Concern about success of street trees in the bus zones, and trampling on plants.*

*Transit speed and reliability conflicts with pedestrian safety; transit speed is unlikely to improve along this corridor. This project seems more like a pedestrian improvement corridor. Transit improvements, at the risk of sacrificing pedestrian safety and experience, are discouraged.*