



APPROVED MINUTES OF THE MEETING

Mike McGinn
Mayor

Diane Sugimura
Director, DPD

Marshall Foster
Planning Director, DPD

Julie Bassuk
Chair

Mary Fialko

Laurel Kunkler

Shannon Loew

Tom Nelson

Julie Parrett

Osama Quotah

Norie Sato

Donald Vehige

Debbie Harris

Valerie Kinast
Coordinator

Tom Iurino
Senior Staff

June 7, 2012

Convened 8:30am
Adjourned 4:30pm

Projects Reviewed

SR520 I5-Medina
Alaskan Way Tunnel – South End and Portal
Broad Street IRIS Holdings Street Vacation

Commissioners Present

Julie Bassuk, Chair
Julie Parrett (excused 8:30am-12:00pm)
Shannon Loew
Osama Quotah
Debbie Harris
Laurel Kunkler (excused 1:30pm-4:30pm)
Tom Nelson (excused 3:00pm-4:30pm)

Commissioners Excused

Norie Sato
Mary Fialko
Don Vehige

Staff Present

Valerie Kinast
Tom Iurino



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June 7, 2012

Project: Alaskan Way Tunnel – South End and Portal

Phase: Design Update

Last Reviewed: Apr 5, 2012; Feb 2, 2012; Oct 6, 2011; Jul 21, 2011; May 5, 2011; Mar 17, 2011; May 20, 2010; May 6, 2010; Mar 18, 2010; Feb 18, 2010; Jan 21, 2010; Oct 1, 2009; Jun 18, 2009; May 21, 2009

Presenters: Susan Everett, WSDOT
Lesley Bain, Weinstein AU
Lorcan French, WSDOT

Attendees: Adrienne Watkins, Weinstein AU
Ali Amiri, WSDOT
Amy Turner, Alaskan Way Viaduct Communications
Brian Elrod, Seattle Tunnel Partners
Dave Peterson, WSDOT
Eric OBrien, SDOT
Katey Bean, WSDOT
Patrick Elhardt, WSU
Shane DeWald, SDOT

Time: 1:30pm-3:00pm

Summary of Project Presentation

The WSDOT design team presented its updated landscape concept for the South Portal area. The team presented its changes and highlights since the last review: the hardscape was made more green to the extent feasible given the site's infiltration constraints; the Charles St., Dearborn, Royal Brougham, Atlantic Street, and the mid-block crossings were further studied for views, resulting in the removal of trees at the Dearborn intersection; a bolder, pedestrian-oriented design for the triangle at the north end of Dearborn with a hardscaped plaza, bollards, benches, drainage runnels, grasses and leathery shrubs in banded patterns; a more simple design for the south end triangle with similar banding of plants; a revised Dearborn intersection with more green planting, a paving design that tied into the waterfront plan, and a berm that reduced noise; and the tree planting plan was refined, which will be coordinated with the waterfront and follow a strategy to blur urban with non-urban trees to transition into the city grid. Also, the team recommended the city plan for and acquire the mid-block crossing on the WOSCA site and Charles Street ROW.

ACTION (by Parrett)

The Design Commission thanked the team for its presentation of the Alaskan Way Tunnel – South End and Portal. The commission appreciated the teams's willingness to listen to the commission over the past three years, to elevate landscaping goals, and to develop a better urban design. The commission also appreciated the team's sustainable stormwater strategies. By a vote of 5-1, the commission approved the south portal landscape design with the following recommendations:

- Use a development mechanism to encourage the acquisition of a mid-block crossing on WOSCA site and the Charles Street ROW. The city should purchase or use a development mechanism to acquire the property that aligns to the mid-block connection to connect the stadiums with the city side trail.

- **Study the sound metrics at the Dearborn intersection; need them to make decisions and further develop the design to reduce highway noise. Consider everything at your disposal to reduce highway noise.**
- **Plant multi-aged conifers in the more native sections, so that the landscape will feel naturalized.**
- **Simplify the plantings, materials, and the runnels in the north triangle.**
- **Further develop the design to match the waterfront plan.**
- **Make the intersection at Dearborn feel like a point of transition. Make connections with through flow, make some small nods to placemaking.**
- **Protect the view corridors of the E-W streets.**
- **Incorporate street lights.**

Commissioner Loew voted no because he believed the team needed to study the acoustic metrics to better understand the impact of sound on the intersection at Dearborn and SR99.