

# Seattle Design Commission

Council Briefing – SR 520 “rest of the west”  
July 18<sup>th</sup>, 2016





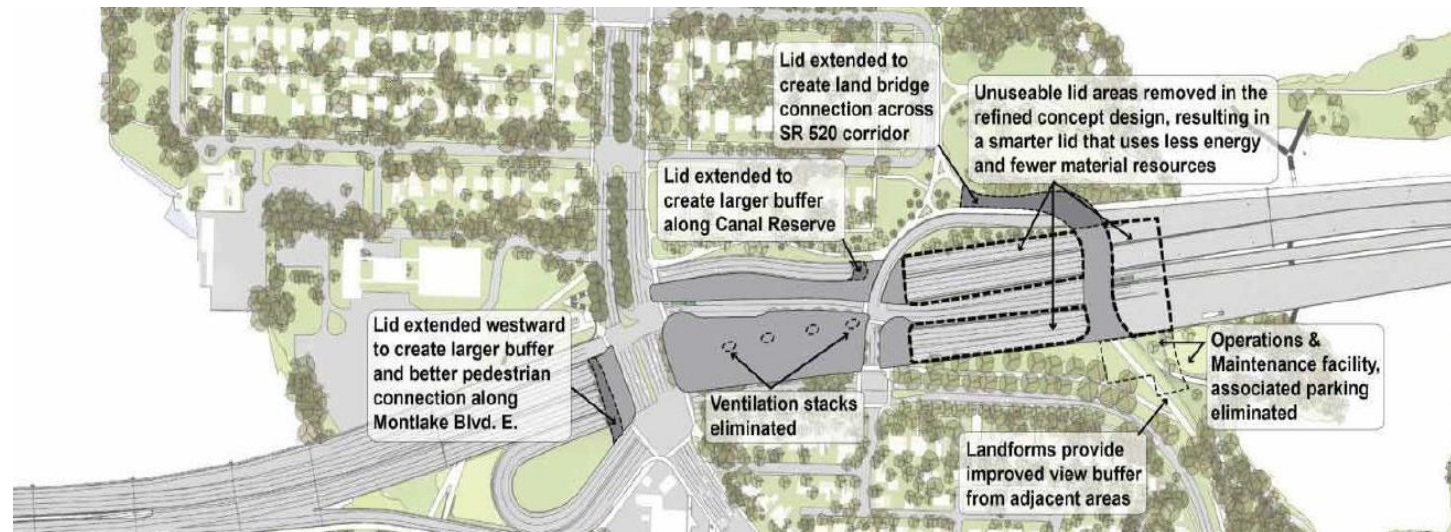
# SDC consultation with WSDOT

Goal - embed urban design values in all aspects of Seattle segment of SR 520 project:

- **February - July 2012** – Initial review of SR 520 investments including Montlake Lid concepts
- **September 2014** – Report to Mayor and Council on Montlake Lid (“Smarter Lid”) and Portage Bay bridge designs

SDC support for 2014 “smarter lid” concept:

- Establish goals for lid then design to that goal
- Better response to site conditions
- Emphasizes quality over quantity through “smart” use of engineering, planning and design
- Significant cost savings through reduced infrastructure and operations, without degrading design quality or environmental mitigation

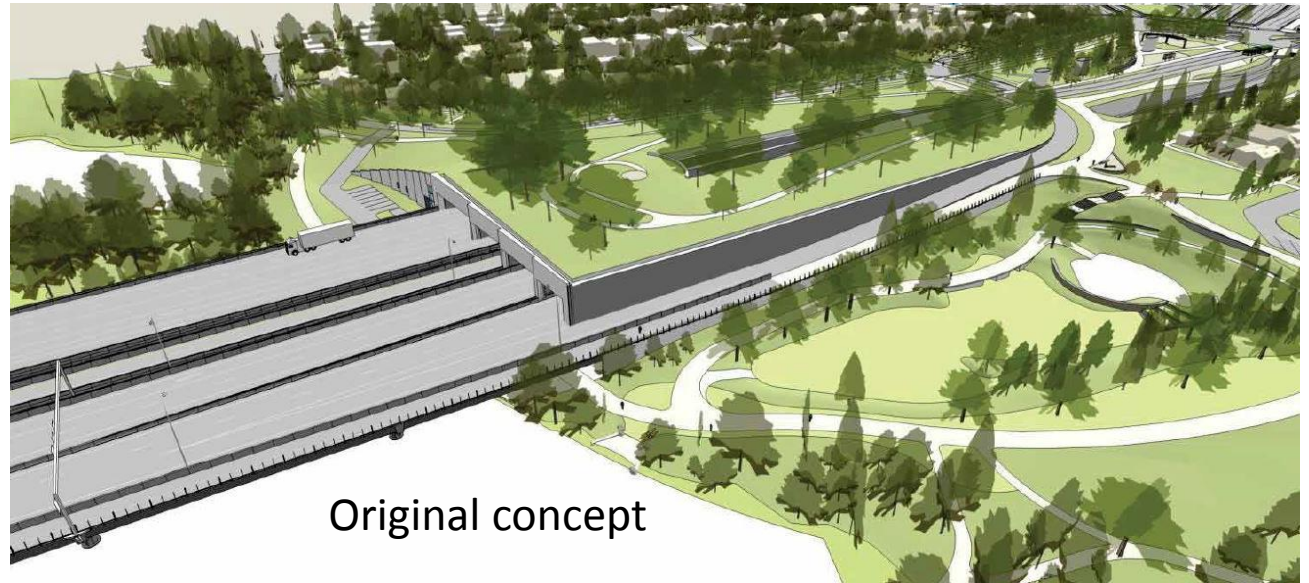


“Smarter lid” concept



## Design values for Montlake Lid - SDC 2014 recommendations

- Lid and landbridge that provide enhanced regional connectivity
- Lid that provides better quality useable open space for residents and recreation
- Enhanced view corridors at Montlake and at Landbridge
- A lid and landbridge that provides improved transit, bicycle, and pedestrian experiences
- Improved integration within the Montlake neighborhood fabric.



Original concept



Landbridge created through smarter lid



# Ongoing design issues – SDC 2014 recommendations

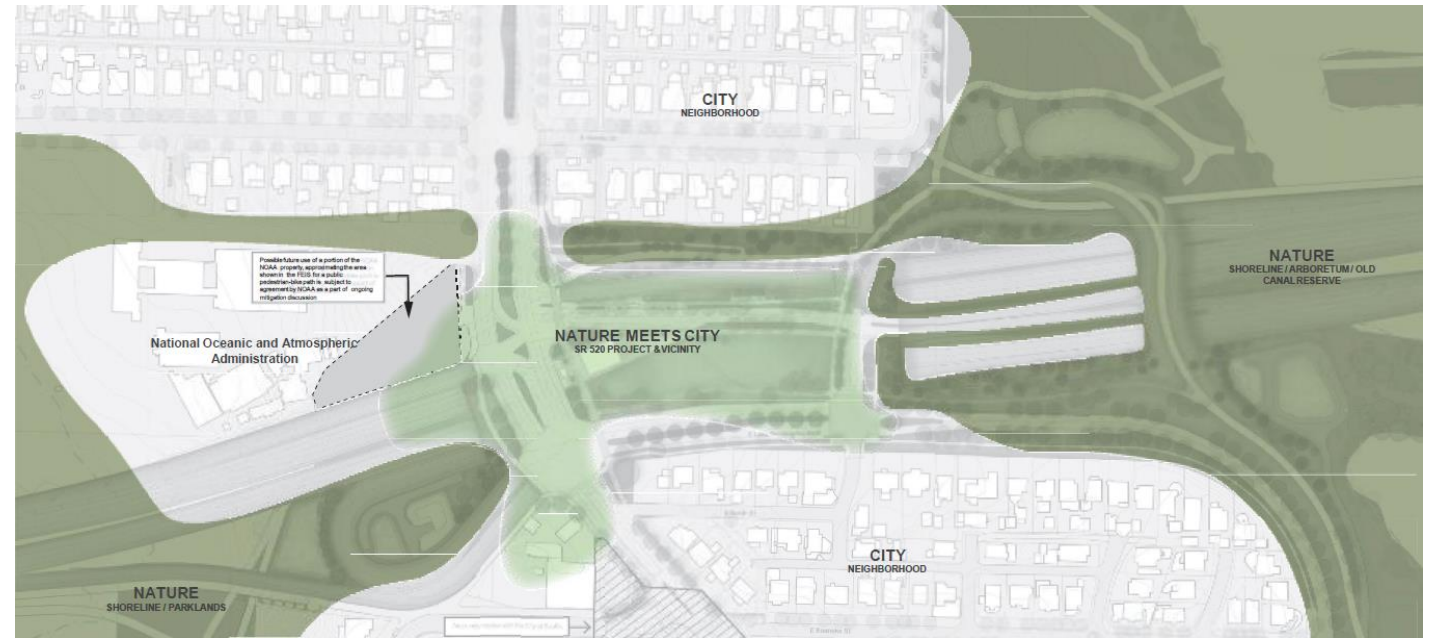
- Integrate sustainability through use and reuse of materials, drainage, construction and neighborhood integration
- Landbridge and lid as part of a Seattle Gateway Experience
- Landbridge as a fundamental design feature and not highway infrastructure
- Instill connectivity and wayfinding through the design of paths and trails due to its role as a regional connector
- Enhance Montlake Boulevard to increase the quality and function of the lid





## Goals for 2016 review

- Continue to advance 'smarter lid' design principles
- Support innovation by SR 520 team that embraces urban design values for highway project
- Embrace and further expand 'nature meets city' concept
- Embed concept and urban design values into RFP
- Resolve long-term maintenance, operation and stewardship following transfer to City



## 2016 SDC review process - “rest of the west”

- Led by Kerry Pihlstrom, WSDOT and Osama Quotah, LMN Architects
- Goal – provide team with focused input and direction on key urban design issues for RFP
- 3 full commission meetings
  - February 4
  - April 7
  - June 2
- 6 subcommittee meetings
  - 2 subcommittee meetings occurred between each full commission meeting
  - Include commissioners with specific expertise on design or program issues
  - Focused review on design details and integration with neighborhood
  - Integrate work into the concept designs for full commission meetings





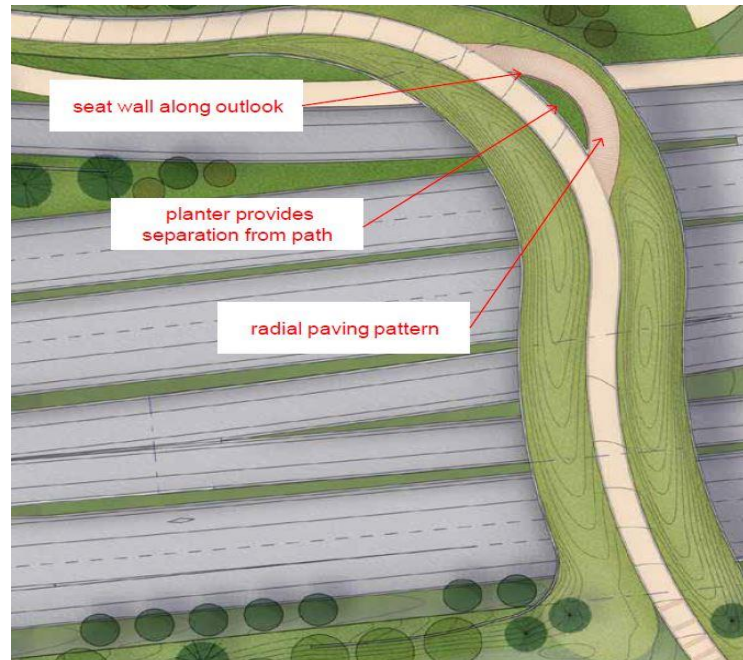
# What's working

- Continued evolution of “nature meets city” concept implemented through:
  - Landbridge
  - Edges
  - Open Space
  - Transit
  - Nodes
  - Programming
- Goal – restore elements of nature, tailored to distinct user groups, to knit neighborhoods back together



# Landbridge

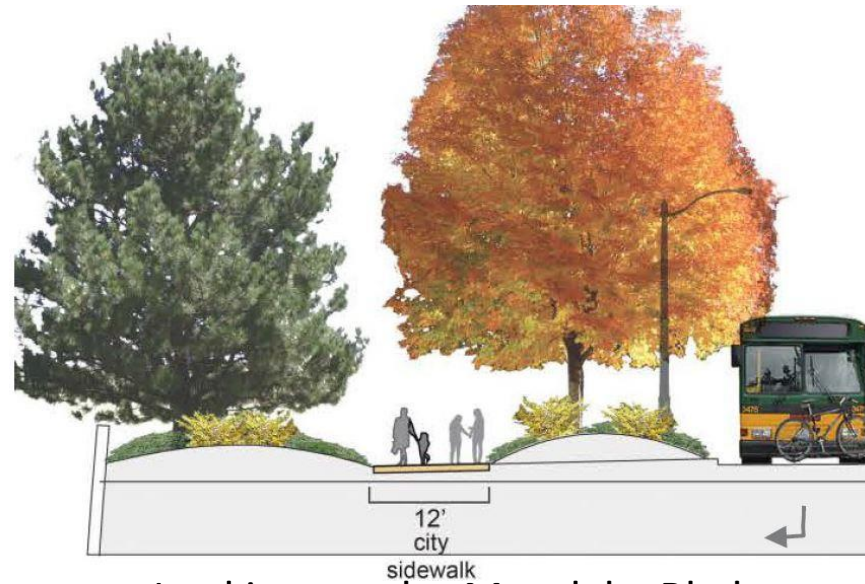
- An important gateway to and from City
- A practical solution to multiple needs
- Brings human scale and community character together for a distinctive space
- A distinct place
- An important link in regional and neighborhood non-motorized path
- Part of “smarter lid” concept that reduces construction and operation costs without sacrificing design quality or environmental mitigation – value engineered solution



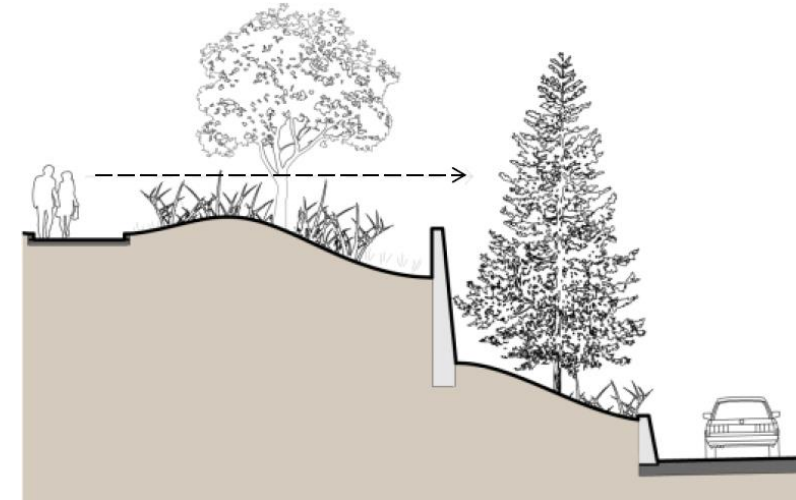


# Edges

- Designs that reinforce sense of place – Olmstead vision
- Provide buffer between active uses on lid and neighborhood
- Provide buffer from highway and related impacts
- Platform for elements of continuity



Looking south - Montlake Blvd.



Looking west - Lake Washington Blvd





## Open space

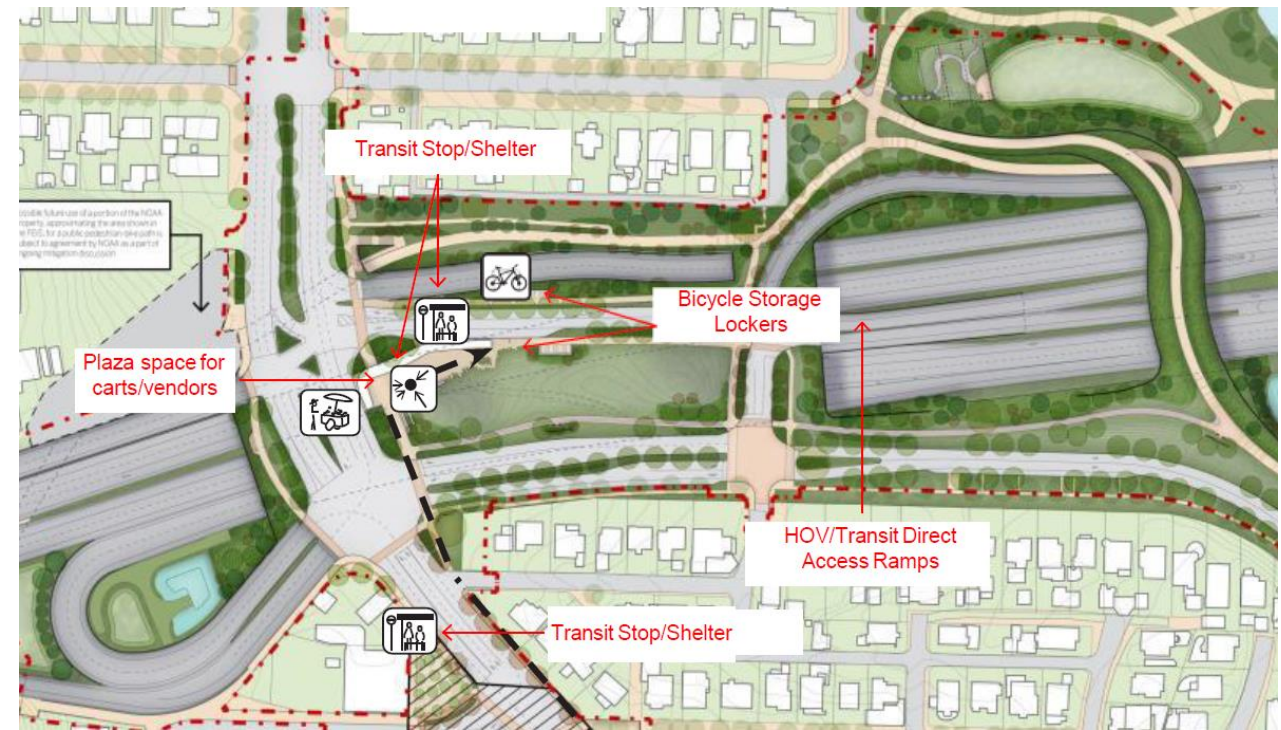
- A way to reconnect severed neighborhoods
- Designs to attract nearby residents
- Allows a place of enjoyment for people travelling through space
- A community asset
- Opportunities for programming





# Transit

- Lid provides place for transit connections
- Programming opportunities benefit transit riders
- Access point and transfer for bicycles
- Better connections needed to relocated transit south of lid



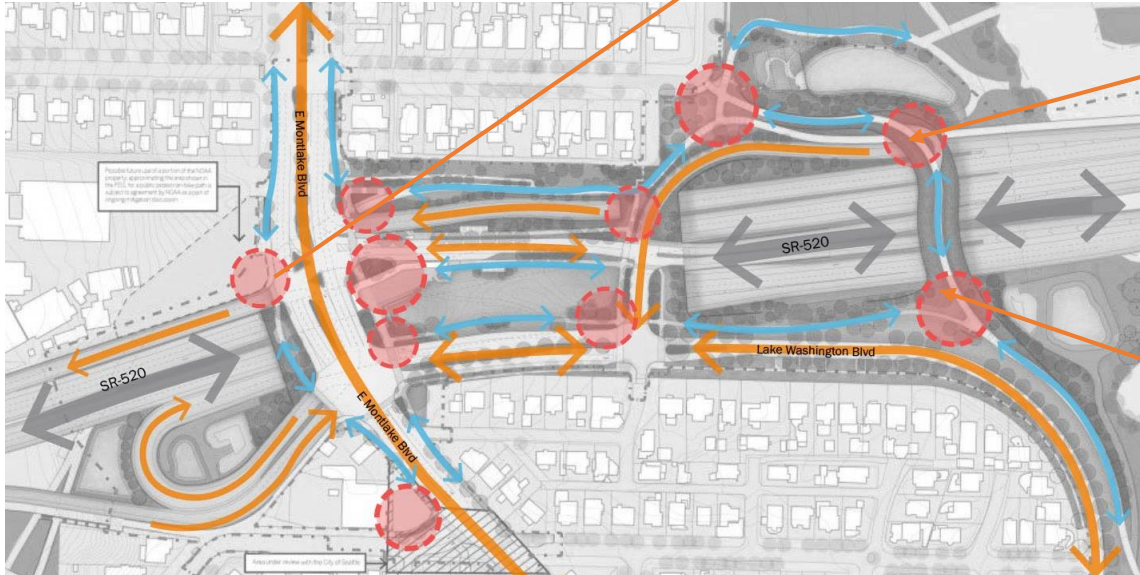
Montlake Ave looking south





# Nodes

- Intersection between modes
  - Walking
  - Biking
  - Transit
  - Automobiles
  - Intersection of regional and local trails
- Place of respite and reflection
  - Landbridge
  - Montlake Blvd outlook
- Transition to neighborhood identity
  - 24<sup>th</sup>/Montlake

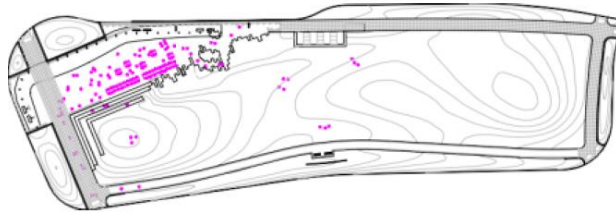




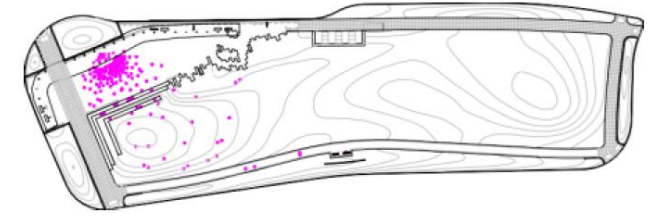
# Programming

Opportunities for myriad of activities

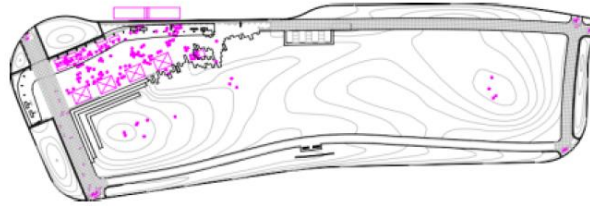
- Community market
- Concerts
- Active/passive recreation
- Transit
- Spectators



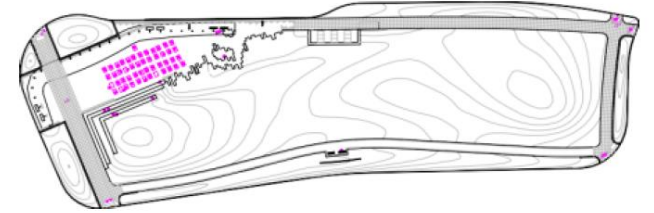
COMMUNITY DINNER



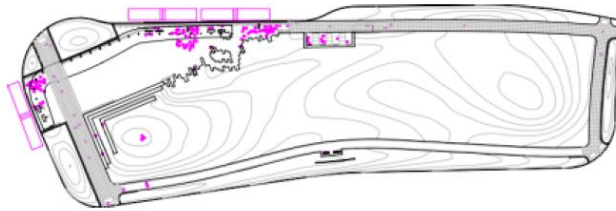
SMALL CONCERT/BUSKER



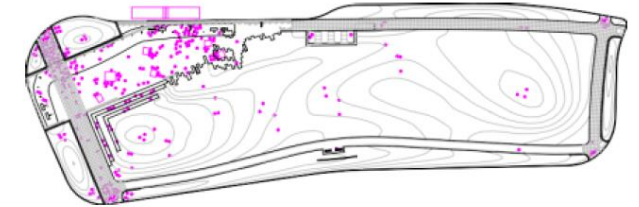
COMMUNITY MARKET/VENDORS



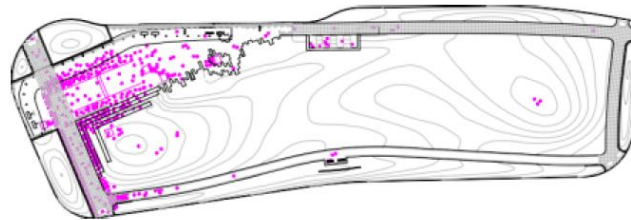
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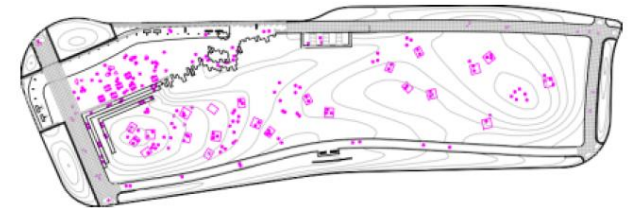
TRANSIT



GAME DAY / OPENING DAY



RACE DAY



SUNBATHING / PICNIC / URBAN LOUNGE



# What needs further work

- Full commitment to design smarter lid – smarter lid IS the value engineered solution
- Full commitment to support proposed landbridge design– value engineered approach will diminish its role as gateway and regional connector
- Commitment to redirect “smarter lid” cost savings to other program enhancements
- Additional design details needed for Bill Dawson Trail, NOAA property, Montlake Grocery, and abutting properties
- City ownership/stewardship over project after construction
- Interim conditions at Montlake interchange/grocery store
- Offsite transit connection
- 2<sup>nd</sup> bridge across Montlake cut – emphasize non-motorized use
- Commitment from NOAA to fully realize vision



# Next steps

- July 7 – met with WSDOT on RFP process
- July 20 – subcommittee on embedding design values into RFP
- Fall 2016 – formal recommendations to WSDOT on urban design values
- Ongoing - Work with WSDOT to identify SDC involvement post RFP award



