

Pike Place Market Design Commission Materials



APPROVED MINUTES OF THE MEETING

Ed Murray
Mayor

Diane Sugimura
Director, DPD

Marshall Foster
Planning Director, DPD

Tom Nelson, Chair

Osama Quotah, Vice Chair

Bernie Alonzo

Brodie Bain

Megan Groth

Laurel Kunkler

Shannon Loew

Martin Regge

Ellen Sollod

Ross Tilghman

Michael Jenkins
Director

Valerie Kinast
Coordinator

Nicolas Welch
Planner

Joan Nieman
Administrative Staff

**Department of Planning
and Development**
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Seattle, WA 98124-4019

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FAX 206-233-7883
seattle.gov/dpd

January 23, 2014

Convened 8:30 am

Adjourned 4:45 pm

Projects Reviewed

SR 520 – West Approach Bridge North

Waterfront – Main Corridor North of Union St

Pike Place Market – PC-1 site

Commissioners Present

Tom Nelson, Chair

Osama Quotah, Vice Chair

Bernie Alonzo

Megan Groth

Laurel Kunkler

Shannon Loew

Martin Regge

Ellen Sollod

Ross Tilghman

Commissioners Excused

Brodie Bain

Staff Present

Michael Jenkins

Valerie Kinast

Nicolas Welch

Joan Nieman



January 23, 2014
3:20 – 4:45 pm

Project: Pike Place Market – PC-1 Site
Phase: Concept Design
Previous reviews: none

Presenters: Ben Franz-Knight Pike Place Market PDA
David Miller Miller Hull
Tatiana Choulika James Corner Field Operations

Attendees: Andrew Barash CH2M Hill
Ethan Bernau Shiels Oblatz Johnsen
Kathryn Cox-Czosnyka CH2M Hill
Marshall Foster DPD
David Graves Parks and Recreation
Catharine Killien Miller Hull
Justine Kim Shiels Oblatz Johnsen
Kate Martin Park My Viaduct
Steve Pearce SDOT
Nathan Torgelson FAS

Recusals and Disclosures

There were no recusals or disclosures.

Purpose of Review

The purpose of this meeting was to review the 30% design of the PC-1 North site at the Pike Place Market. Though this project is also in the purview of the historic board, the Commission is involved because it is one of several partner projects of the overall Waterfront plan. The Design Commission, along with the Planning Commission, provided input on the overall Waterfront concept design completed in the summer of 2012 and continues to provide guidance for its implementation.

Summary of Proposal

The PC-1 site is situated west and below the current Pike Place Market stalls, just south of Victor Steinbrueck Park. The proposed design transforms what is currently a surface parking lot into a mix of open space, housing, and parking, retail space that both evokes the aesthetic of the existing Pike Place Market and serves as the seam between an expanded Market and the Overlook Walk project that connects to the waterfront. The program includes 40 low-income housing units (7 of them live/work), 16,000 sf of retail space, and 36,000 sf of open space. The project will be phased such that its 300 parking spaces mitigate that which will be lost due to the Viaduct removal.

Summary of Presentation

Ben Franz-Knight introduced project, its origins in the 1974 urban renewal plan, and the successful collaboration involved. The project schedule starts within the next year. David Miller reviewed the history of the site, the construction of the Burlington Northern Santa Fe (BNSF) railroad tunnel in 1903 and the constraints that presents to construction, the Municipal Market Building Fire of 1974 that orphaned the existing Desimone Bridge, and zoning at the site. The proposed massing is the result of

stakeholder input and the views and circulation requirements that the project must preserve and create, respectively. Tatiana Choulika of the Waterfront Seattle design team provided context information in the form of latest ideas for the Overlook Walk. David Miller gave the presentation dated January 23, 2014, and available on the [Design Commission website](#).

Summary of Discussion

Overall, the Commission was very excited to see the design evoke the character and experience of the Market. They praised the thoughtfulness that had gone into developing a project that preserves existing views at and above the Market and allows visitors to wander and “get lost” while connecting to the broader waterfront plan. The Commissioners were pleased to see that there will be a direct and unobstructed connection to Victor Steinbrueck Park. They encouraged the design team to consider how this extension of the Pike Place Market operates at night given that there is housing programmed as well. There was interest in the treatment of the broad façades of the garage.

Agency and Public Comments

David Graves, Seattle Parks and Recreation, explained that there are Parks Levy dollars available to make improvements to Victor Steinbrueck Park. The project is currently on hold, but now that PC-1 is moving forward, the planning process will start. Parks is excited about the potential new visitors that connecting to the PC-1 project will bring to the park.

Marshall Foster, DPD, seconded David’s enthusiasm for the potentials this project brings to the area. He said the collaboration with DPD around public realm elements had been great, and applauded the great visual connection through the built form. The views and diagonal breezeway through site was a priority and lot of work on integration with overlook walk. The connection is open, public, and generous.

Kate Martin, Park My Viaduct, expressed the wish to preserve the upper deck of the Viaduct and harmonize with the PC-1 project. She suggested that the canopy would blend in more if made of wood.

Action

The Design Commission thanked the Pike Place Market Preservation and Development Authority and their consultants for the presentation of the PC-1 development plans. This was a limited scope review to provide recommendations, per Ordinance 124122, on the design in relation to the broader Waterfront Seattle project.

The Commission appreciated the overall approach of designing the project to identify as part of the market and not as a Waterfront project. They found the design connected well within the complex context of the planning underway in the area. With its porosity, they believed the design would facilitate connectivity between the Market and the waterfront, and provide for views. The variety of open spaces the design would add in the area was valued. Given the project’s volumes and materiality, the Commissioners believed it would provide a strong piece of Market architecture at the eastern edge of the Overlook Walk.

Design Commission approved the concept design of the PC-1 Project unanimously with a **vote of 9 to 0**. The following recommendations were provided to guide further development of the project:

1. The Design Commission believes the function of the project in the overall Waterfront design concept would be strongest if the public spaces could be kept open at all hours. If

access must be controlled, the Commission suggests avoiding the use of physical barriers as much as possible.

2. As the design evolves, define and strengthen a clear approach to wayfinding. Will signage lead the visitor through a logical path, or will there be a less defined journey of discovery, like in the Market?
3. As the transition to Victor Steinbrueck Park is further developed, work with stakeholders and the Waterfront Seattle team to provide an intentional approach to the change in materials at this physical juncture.
4. Provide additional consideration to opportunity zones, especially at the stairs along the garage façade. Along with the Waterfront designers, design these areas to capitalize on the unique characteristics of these places.
5. As the design of the open space develops, consider how the hierarchy of spaces can be strengthened.
6. Give special attention to the walls along the garage, providing a solution worthy of this location along one of the primary east–west connections between the waterfront and the central business district.

Pike Place Market Waterfront Entrance

Project History & Overview – Design Commission

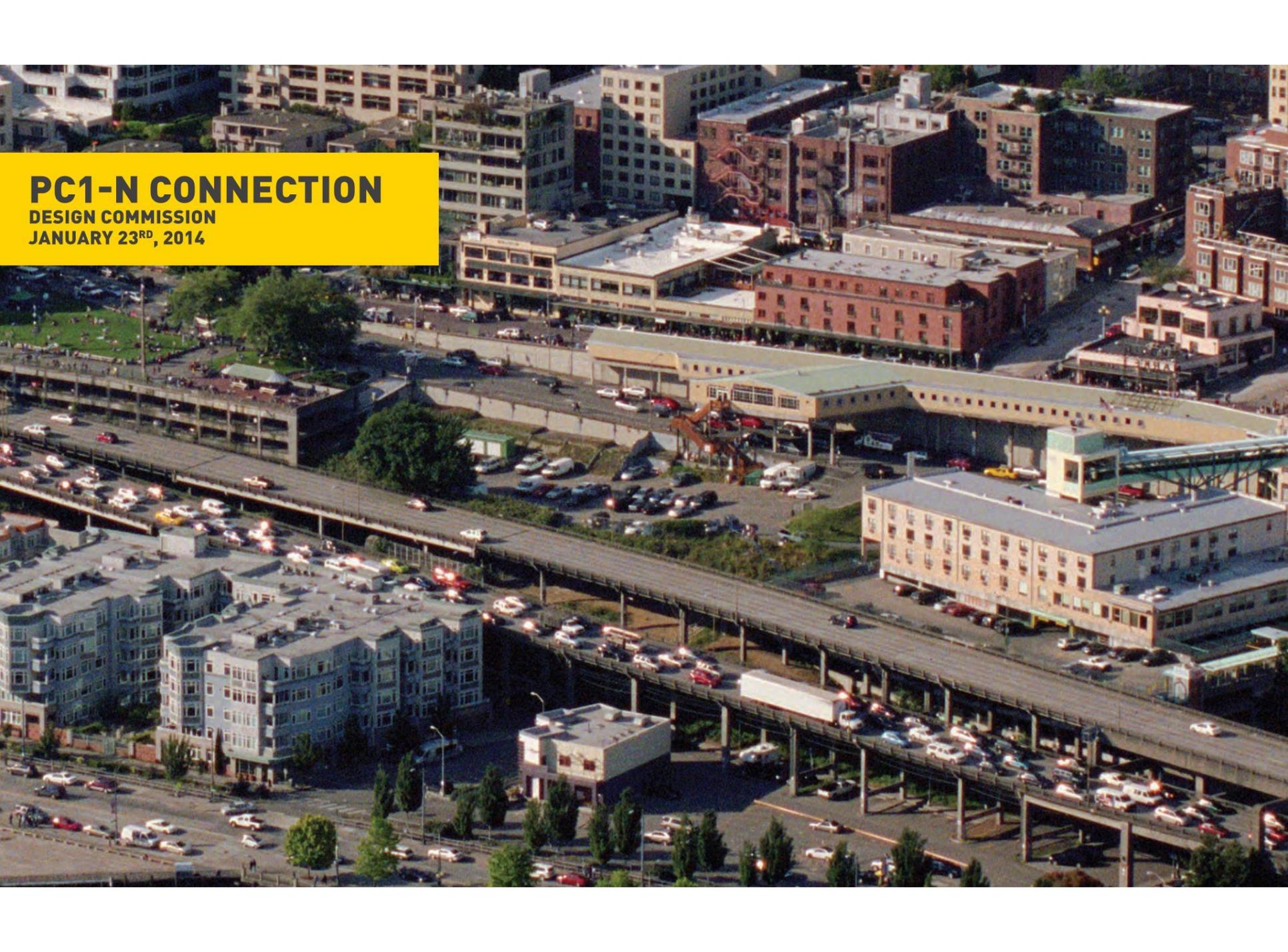
January 23, 2014



ARUP



THE BIG PICTURE

An aerial photograph of a city street scene. A multi-level highway interchange with several lanes of traffic is the central focus. The highway is elevated on concrete pillars. To the left, there are several multi-story residential or commercial buildings. To the right, there are more buildings, including a large, light-colored building with a flat roof. The background shows a dense urban area with various buildings of different heights and colors. The sky is clear and blue.

PC1-N CONNECTION
DESIGN COMMISSION
JANUARY 23RD, 2014

**PC1-N CONNECTION
EXISTING CONDITIONS**

VICTOR STEINBRUECK PARK

PIKE PLACE

WESTERN AVE.

DESIMONE BRIDGE

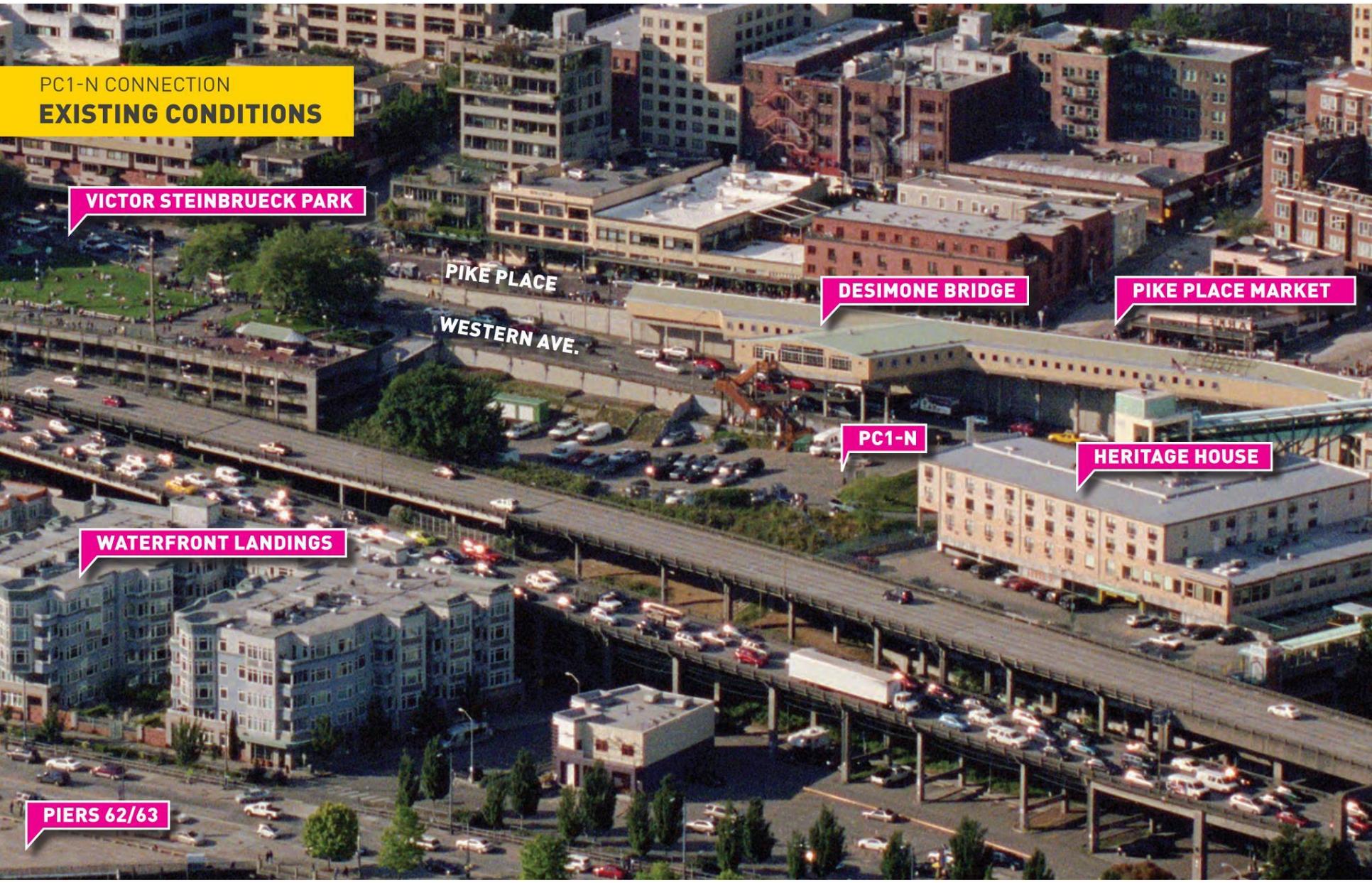
PIKE PLACE MARKET

PC1-N

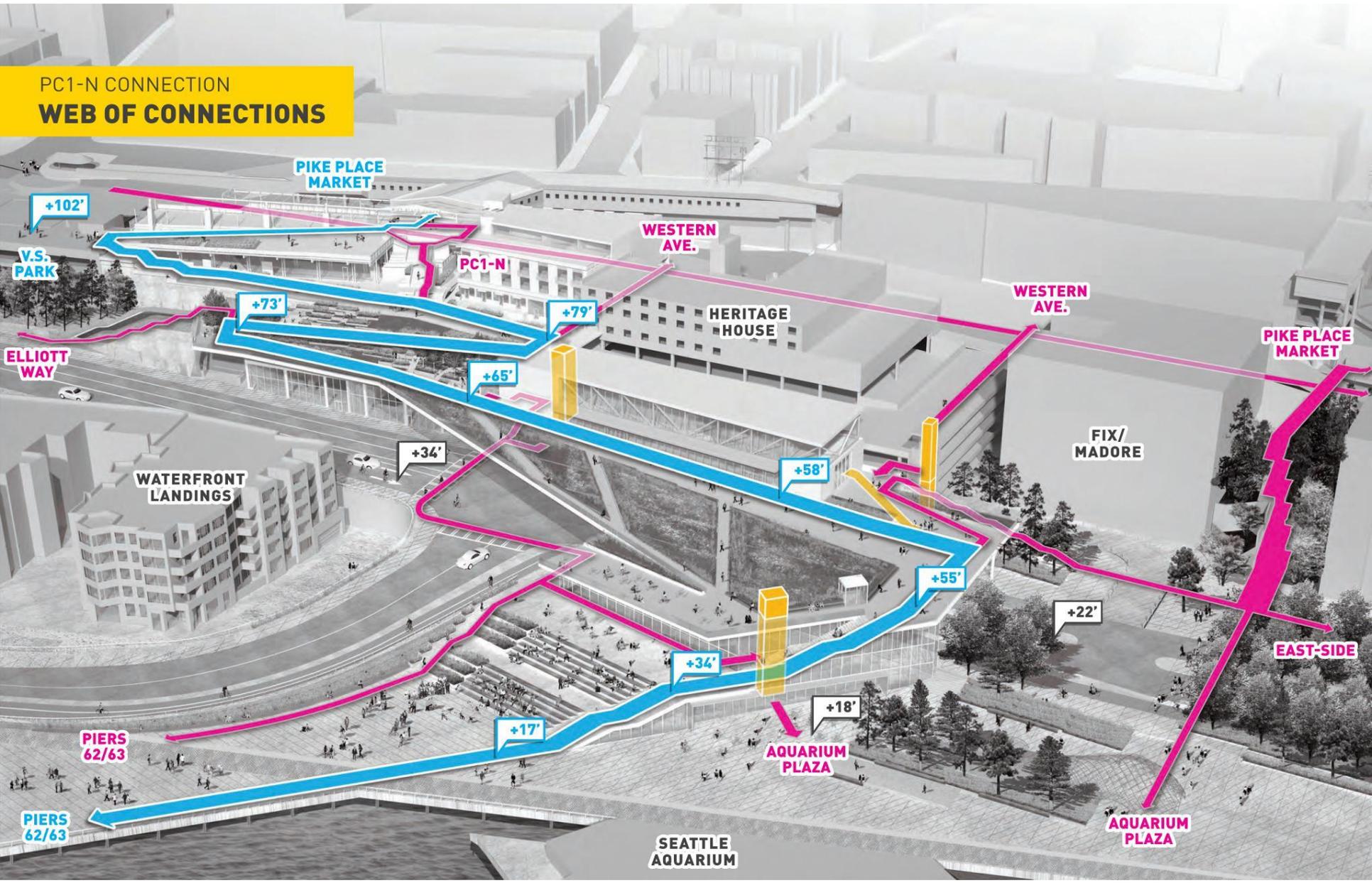
HERITAGE HOUSE

WATERFRONT LANDINGS

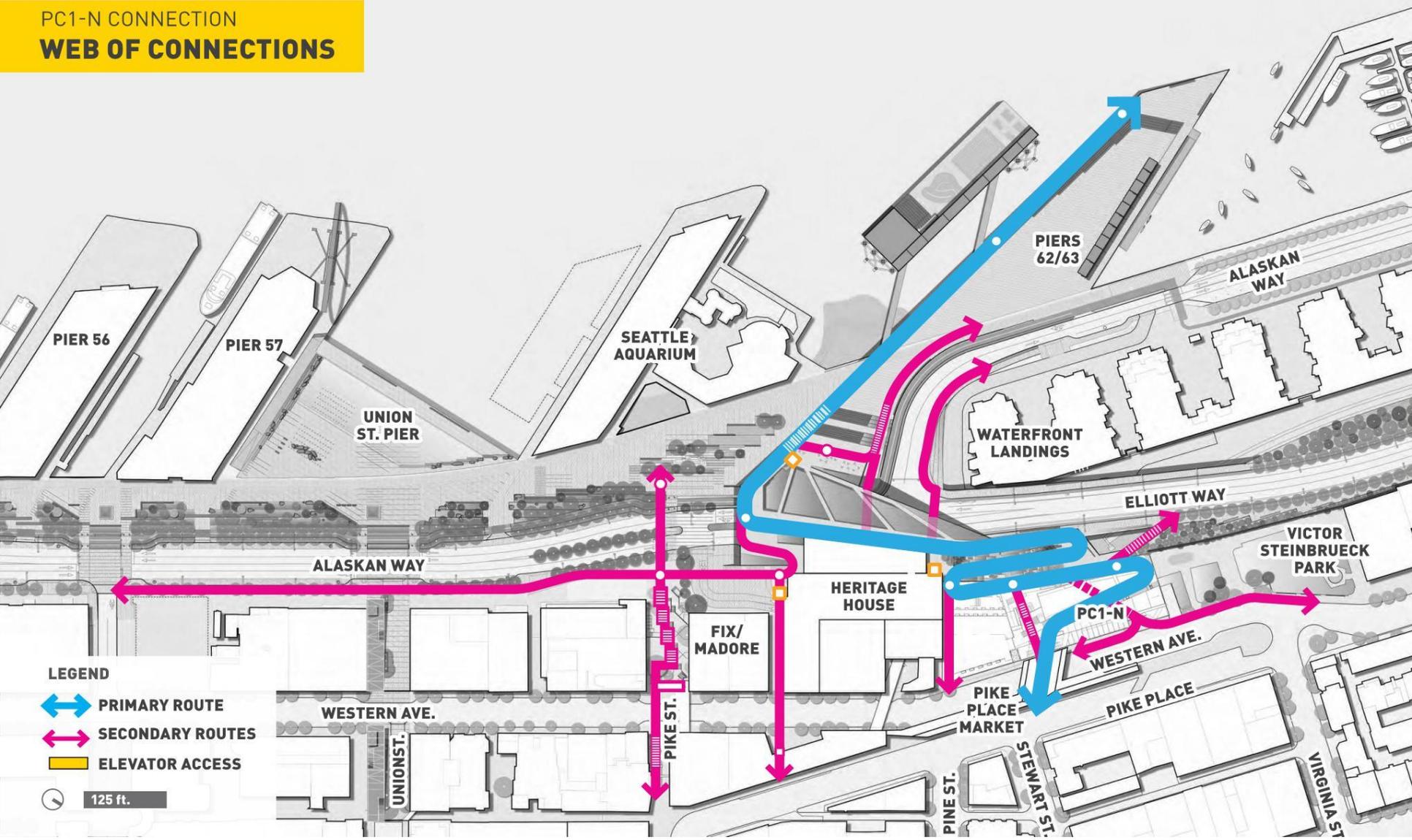
PIERS 62/63



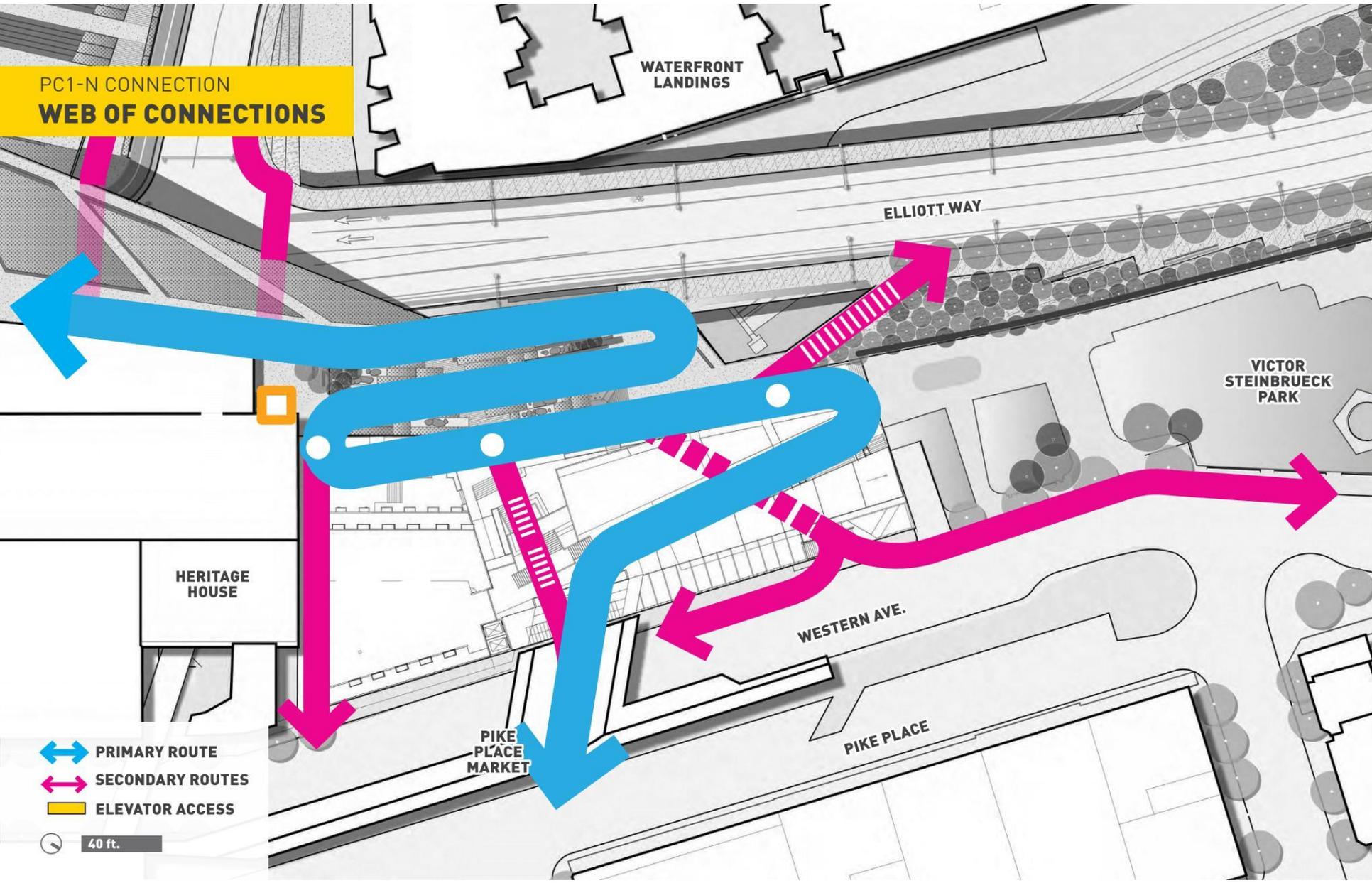
PC1-N CONNECTION
WEB OF CONNECTIONS



PC1-N CONNECTION
WEB OF CONNECTIONS



PC1-N CONNECTION
WEB OF CONNECTIONS



WATERFRONT
LANDINGS

ELLIOTT WAY

VICTOR
STEINBRUECK
PARK

HERITAGE
HOUSE

PIKE
PLACE
MARKET

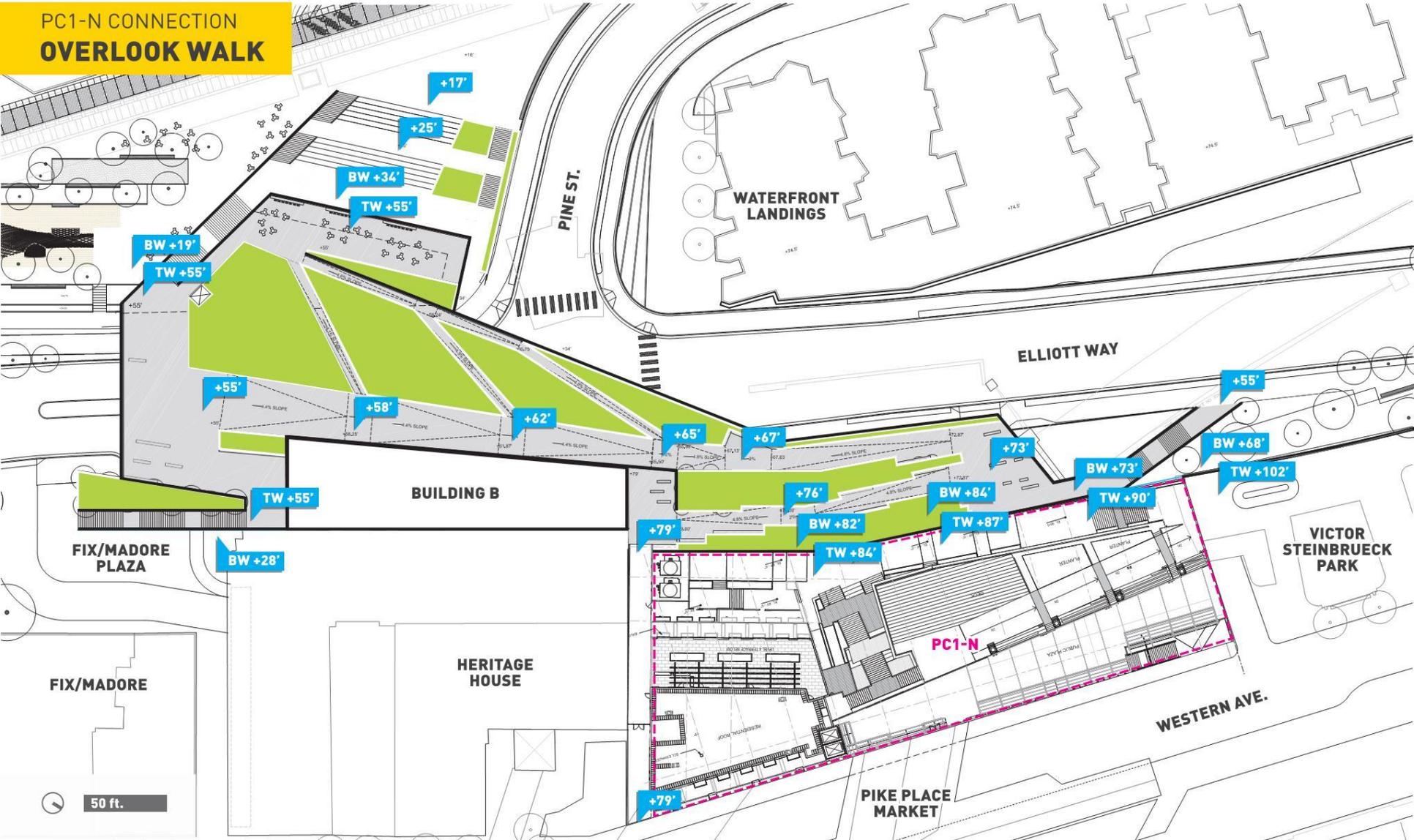
WESTERN AVE.

PIKE PLACE

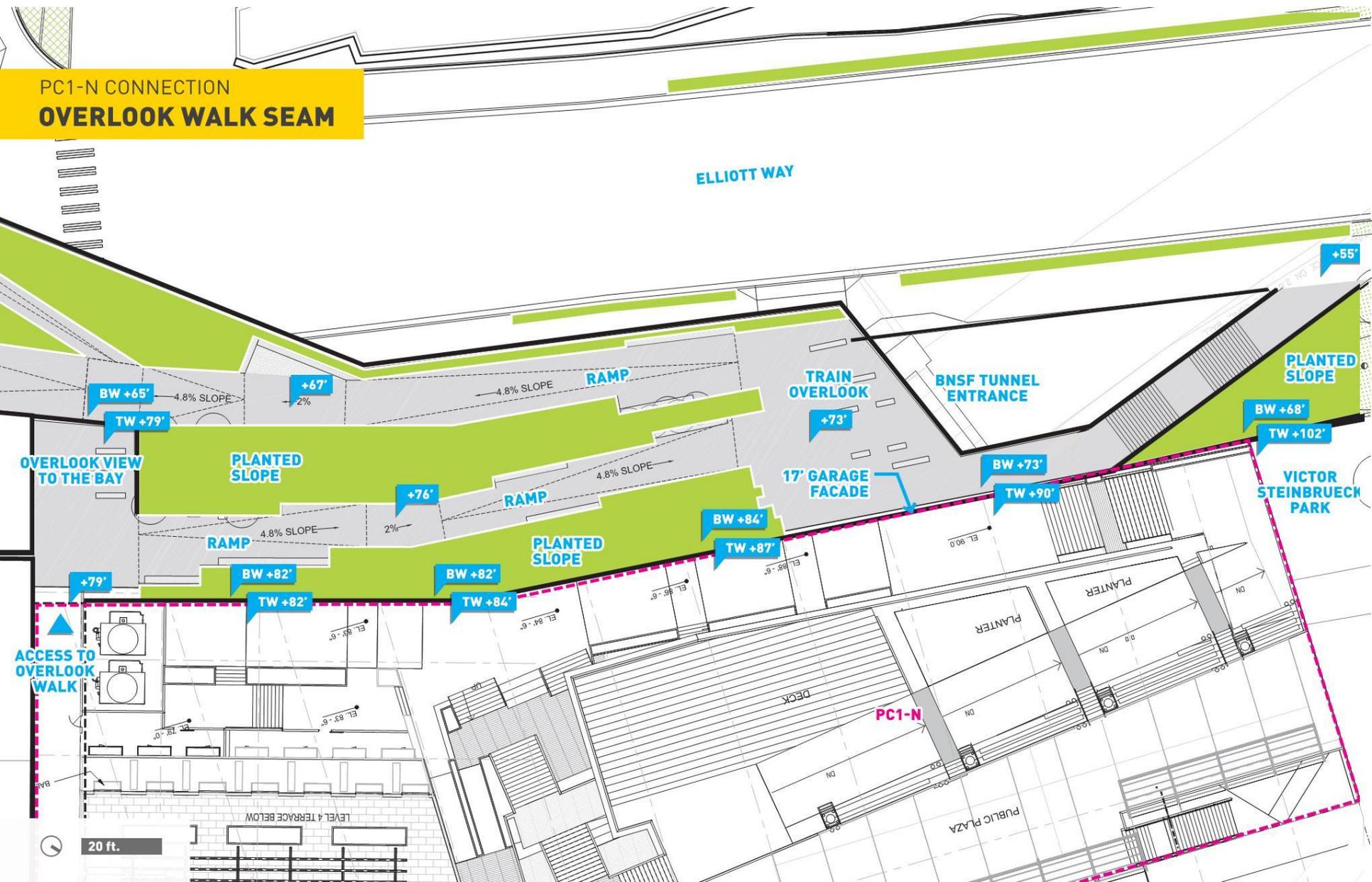
-  PRIMARY ROUTE
-  SECONDARY ROUTES
-  ELEVATOR ACCESS

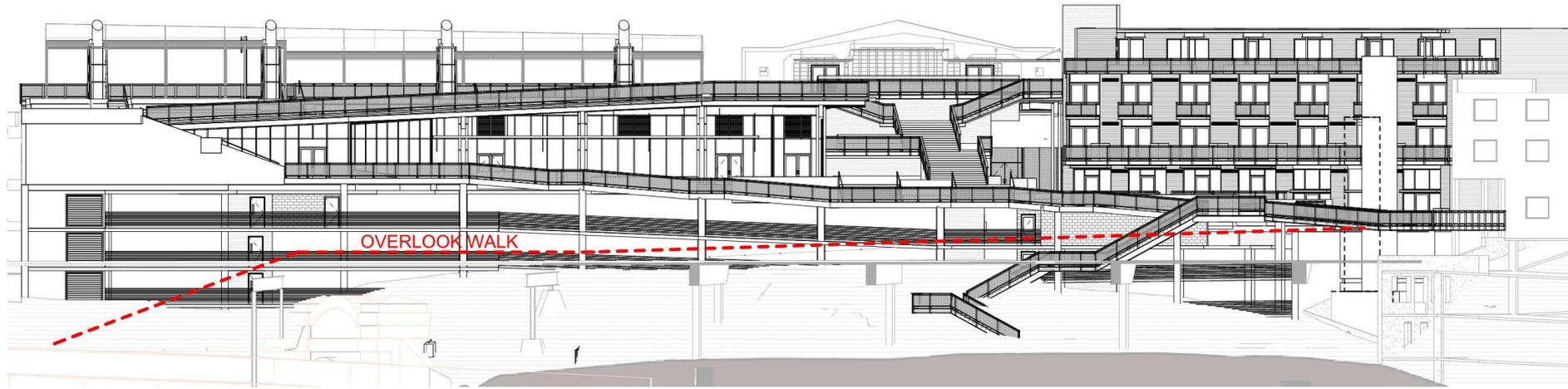
 40 ft.

**PC1-N CONNECTION
OVERLOOK WALK**

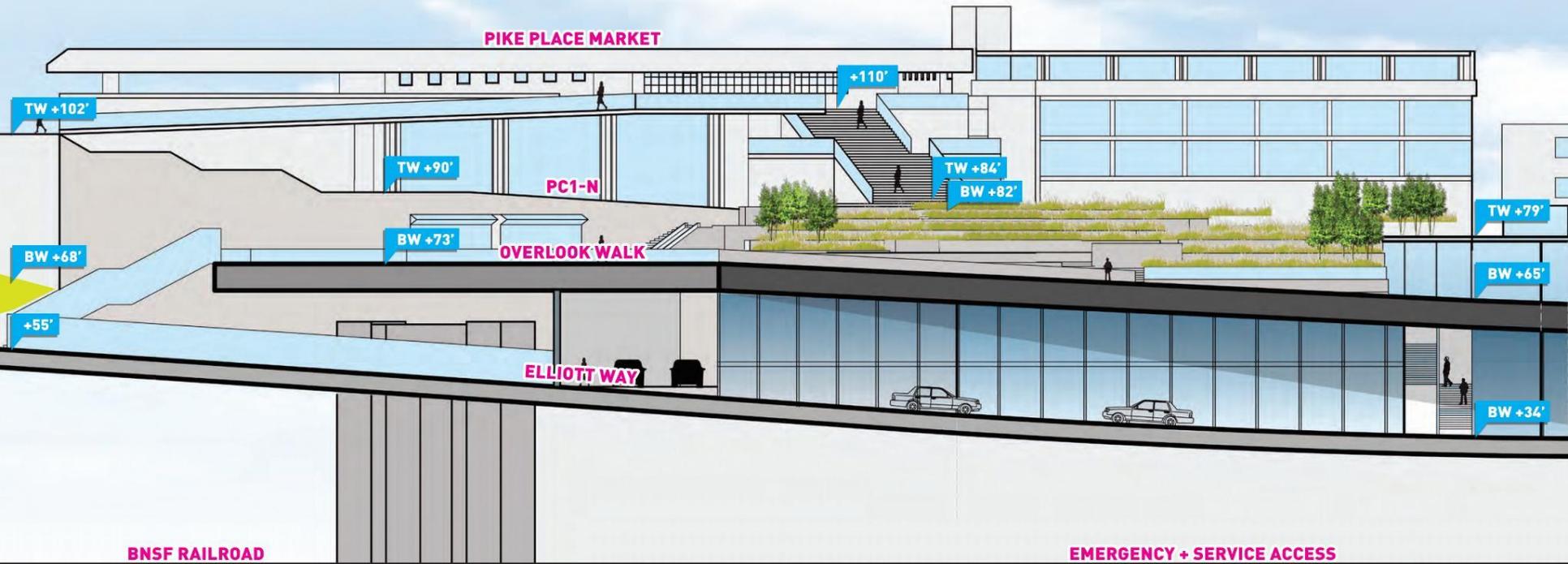


PC1-N CONNECTION
OVERLOOK WALK SEAM





PC1-N CONNECTION
OVERLOOK WALK SEAM





OVERLOOK FOLD
JANUARY 2012



OVERLOOK WALK + PC1N



SITE

**HISTORY &
CONSTRAINTS**



present day – PC-1 N site



FP
2-14-61
F2165-A
T

Denny's, A.A. 6th
31-25-4 B-36 L-306
1921-33 Westorn (2)

1961 – Market Municipal Building



1961 – Market Municipal Building and Joe Desimone Bridge



1964 – Market Municipal Parking Garage



1964 – Market Municipal 'Parking Garage'



1974 – Fire in Municipal Market Building



1974 – Demolition of the Municipal Market Building



1974 – Cleared and Graded site

BNSF

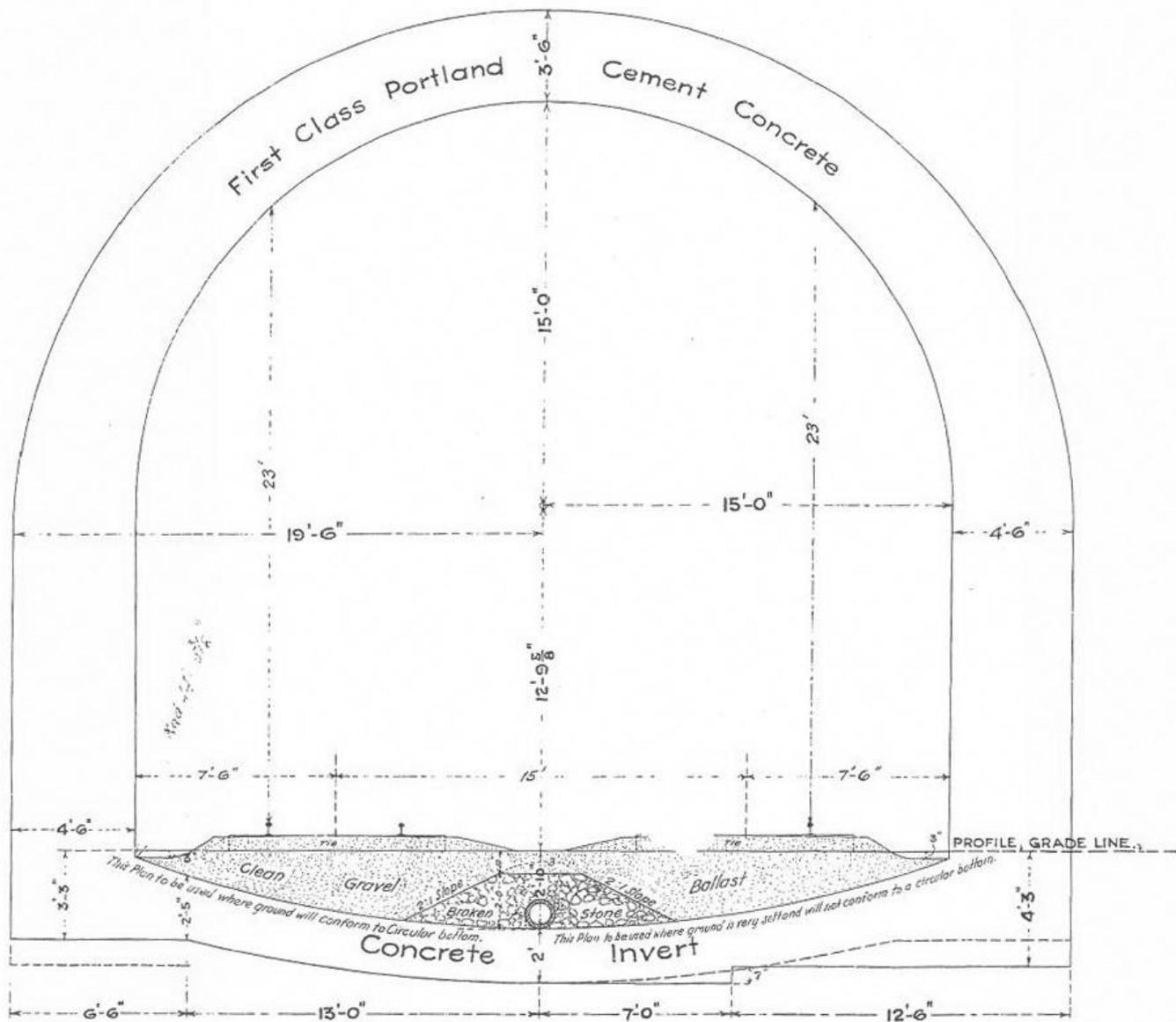
TUNNEL



1903—Tunnel Construction North Portal (UW)



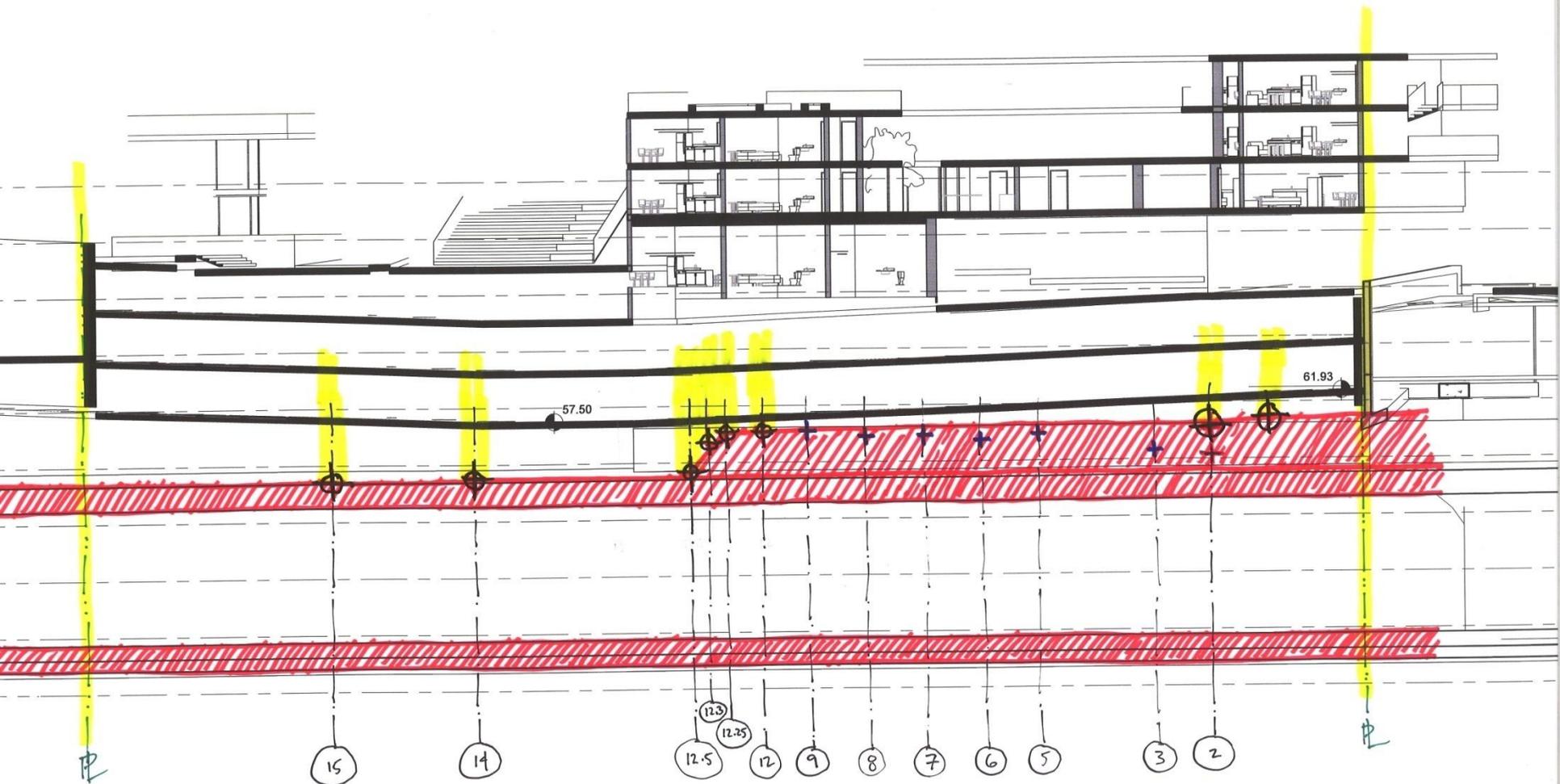
1904(est) – Tunnel Construction (UW)



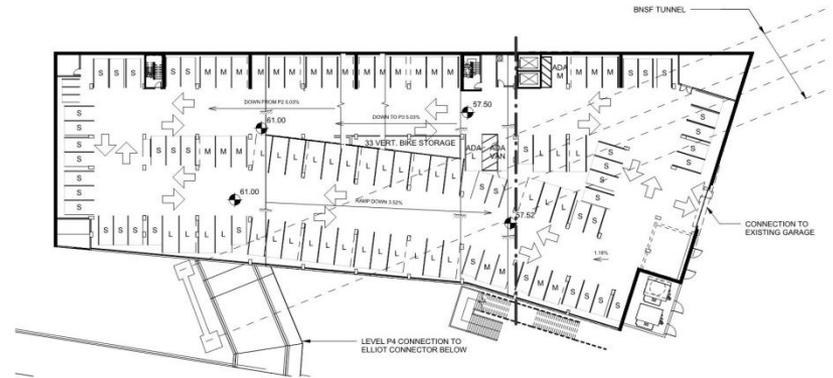
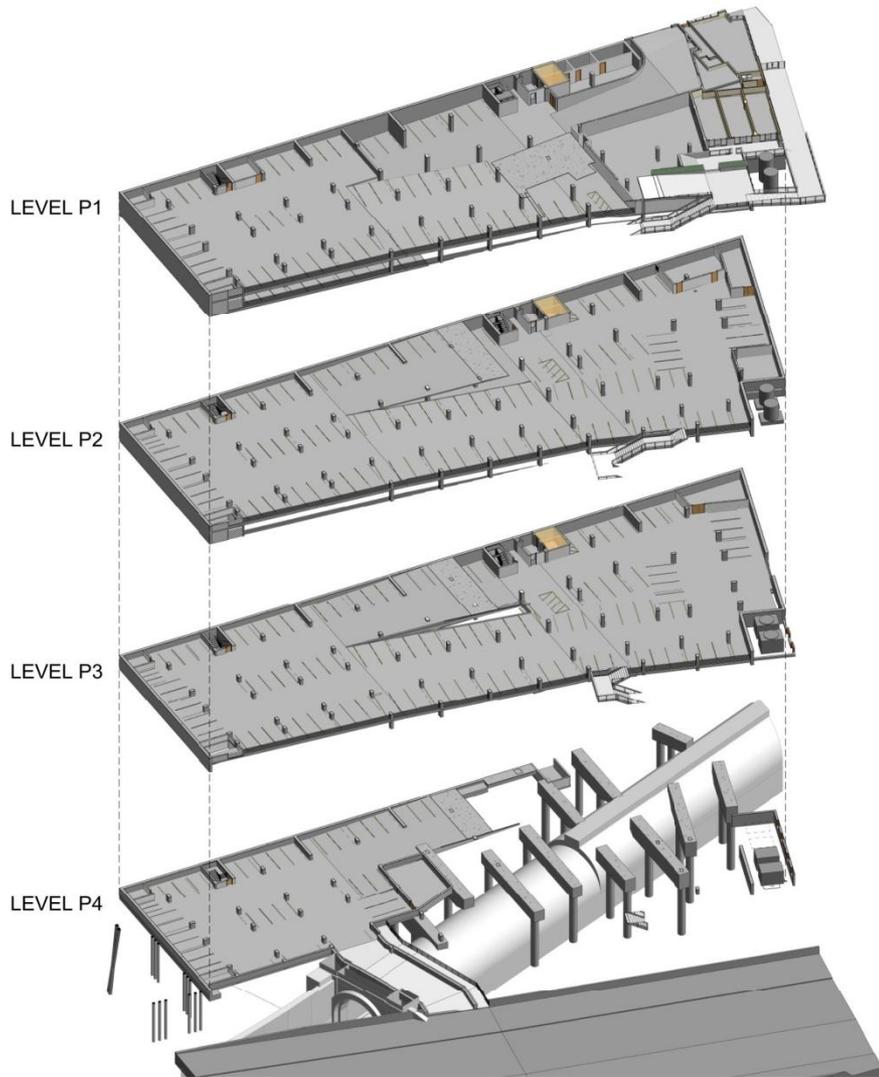
G.N.R.Y.
 SEATTLE TUNNEL SECTION
 Showing Concrete Lining and Invert.

Scale 1" = 4'

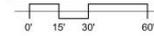
Mar. 26, 1904.



SECTION C CENTERLINE OF TUNNEL



TYPICAL PARKING LEVEL



Parking Space Dimensions

- L - "Large vehicle" 8'-6" x 19'-0"
 - M - "Medium vehicle" 8'-0" x 16'-0"
 - S - "Small vehicle" 7'-4" x 13'-0"
- ADA Required Stalls 8 total 1 being a ADA Van stall
 ADA - 8'-0" x 19'-0" with 5'-0" wide adjacent access aisle.
 ADA VAN - 8'-0" x 19'-0" with 8'-0" wide adjacent access aisle. Allow 114" height clearance

Vertical bike storage for 66 bikes is provided on levels P1 and P2

PARKING SPACES PER LEVEL (ALL)	
LEVEL	COUNT
P1	64
P2	109
P3	113
P4	31
Grand total including Motorcycle	317

PARKING SPACES BY TYPE (AUTOMOBILE)		
TYPE	COUNT	% OF TOTAL
ADA L	3	0.03%
ADA M	3	0.03%
ADA VAN	2	0.01%
L	104	35.96%
M	79	20.75%
S	114	43.21%
	305	

PARKING SPACES (MOTORCYCLE)		
TYPE	COUNT	
MC	12	
	12	

PARKING SPACES EVCS		
LEVEL	TYPE	COUNT
P2	ADA M	1
P1	M	9
		10

ZONING ANALYSIS

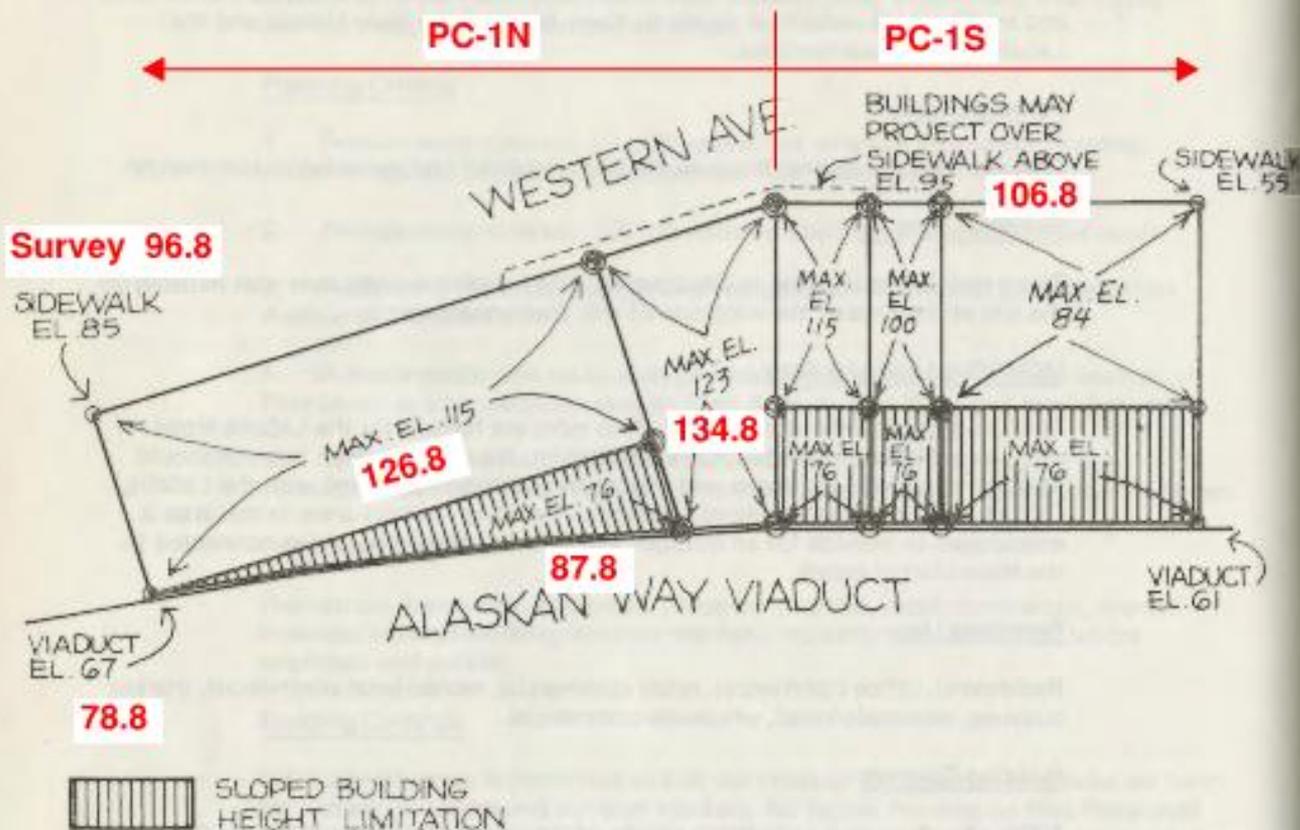
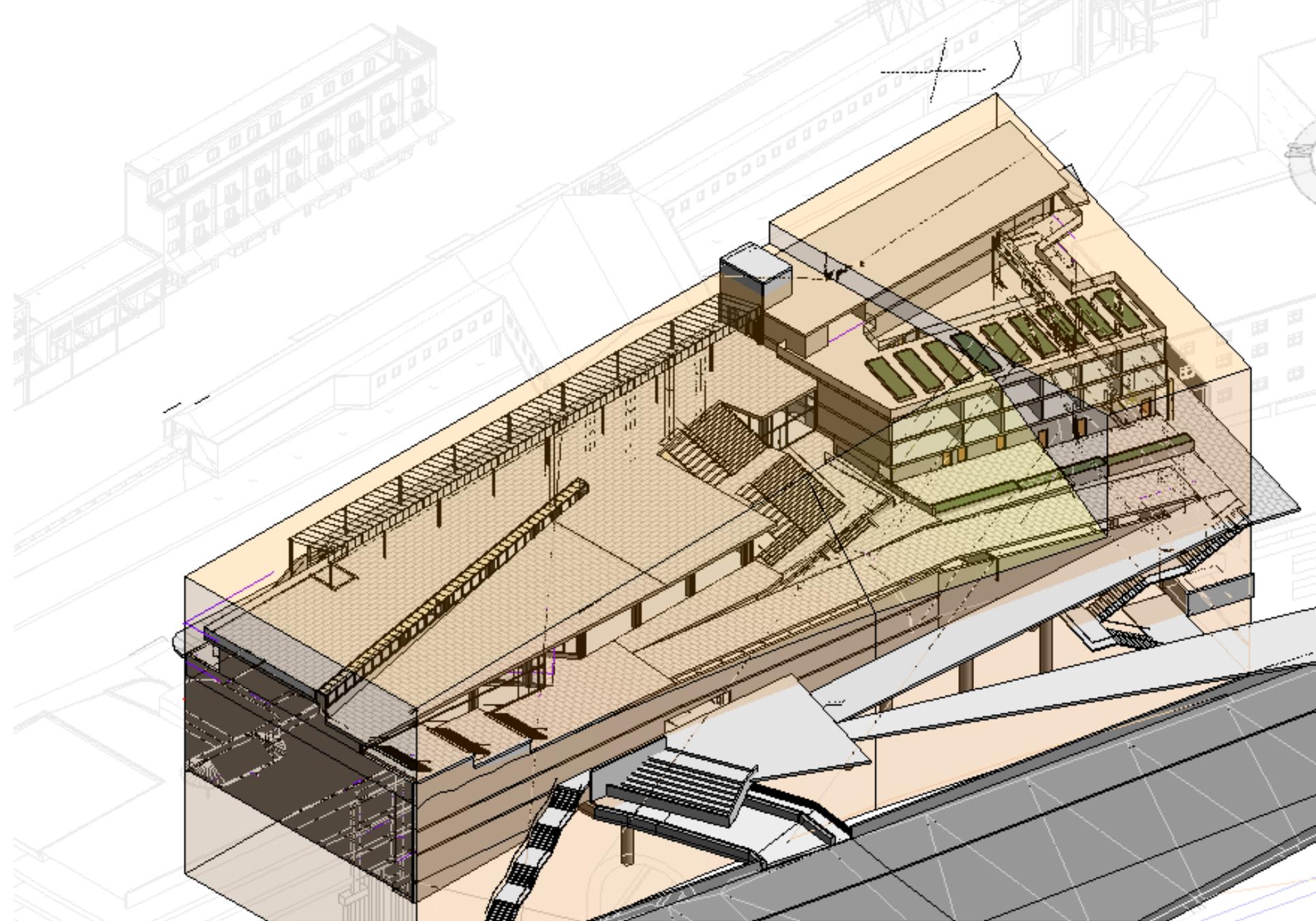


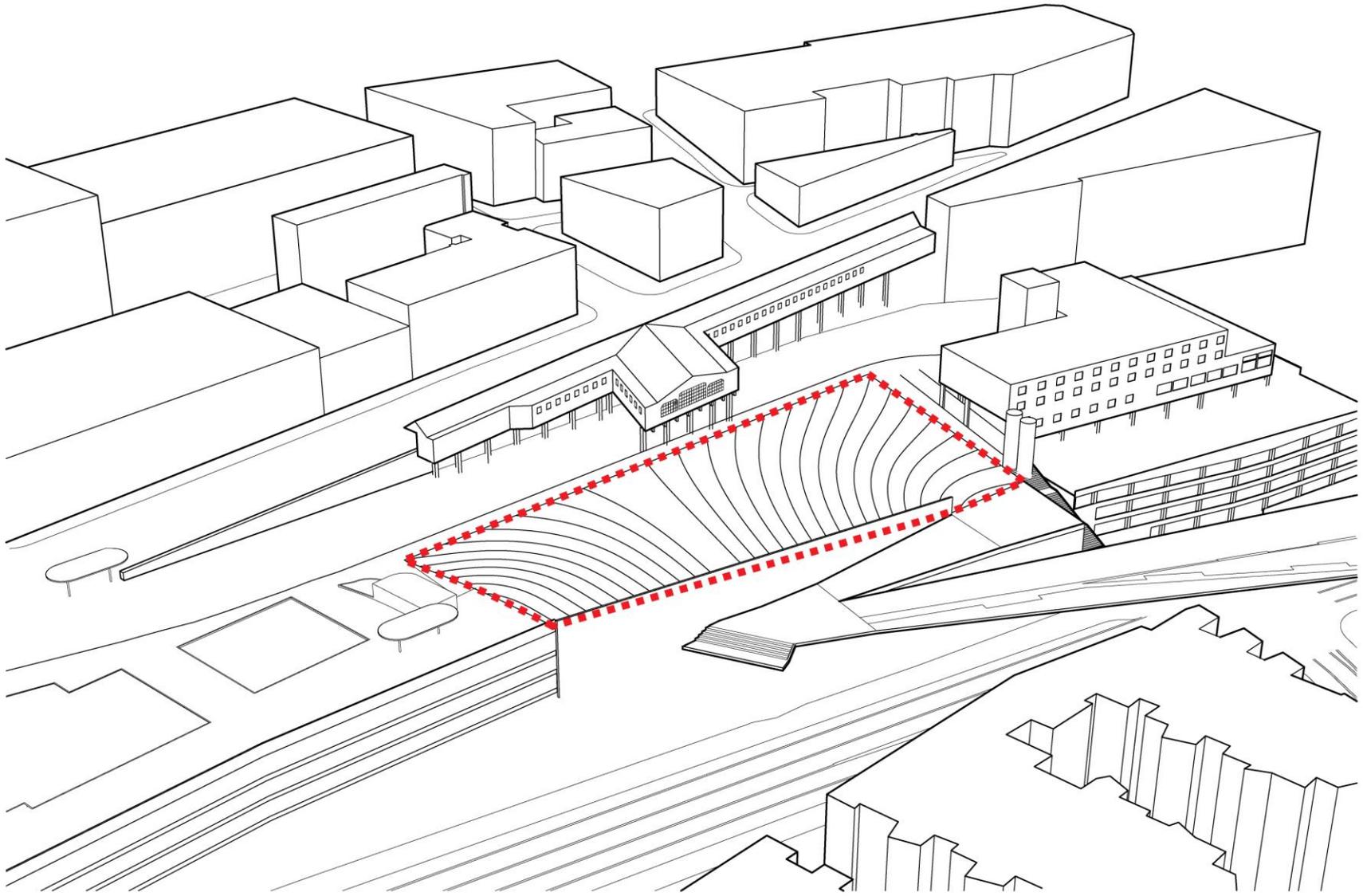
diagram PC-1

NOTE: ALL ELEVATIONS SHOWN HERE ARE HEIGHTS ABOVE CITY DATUM

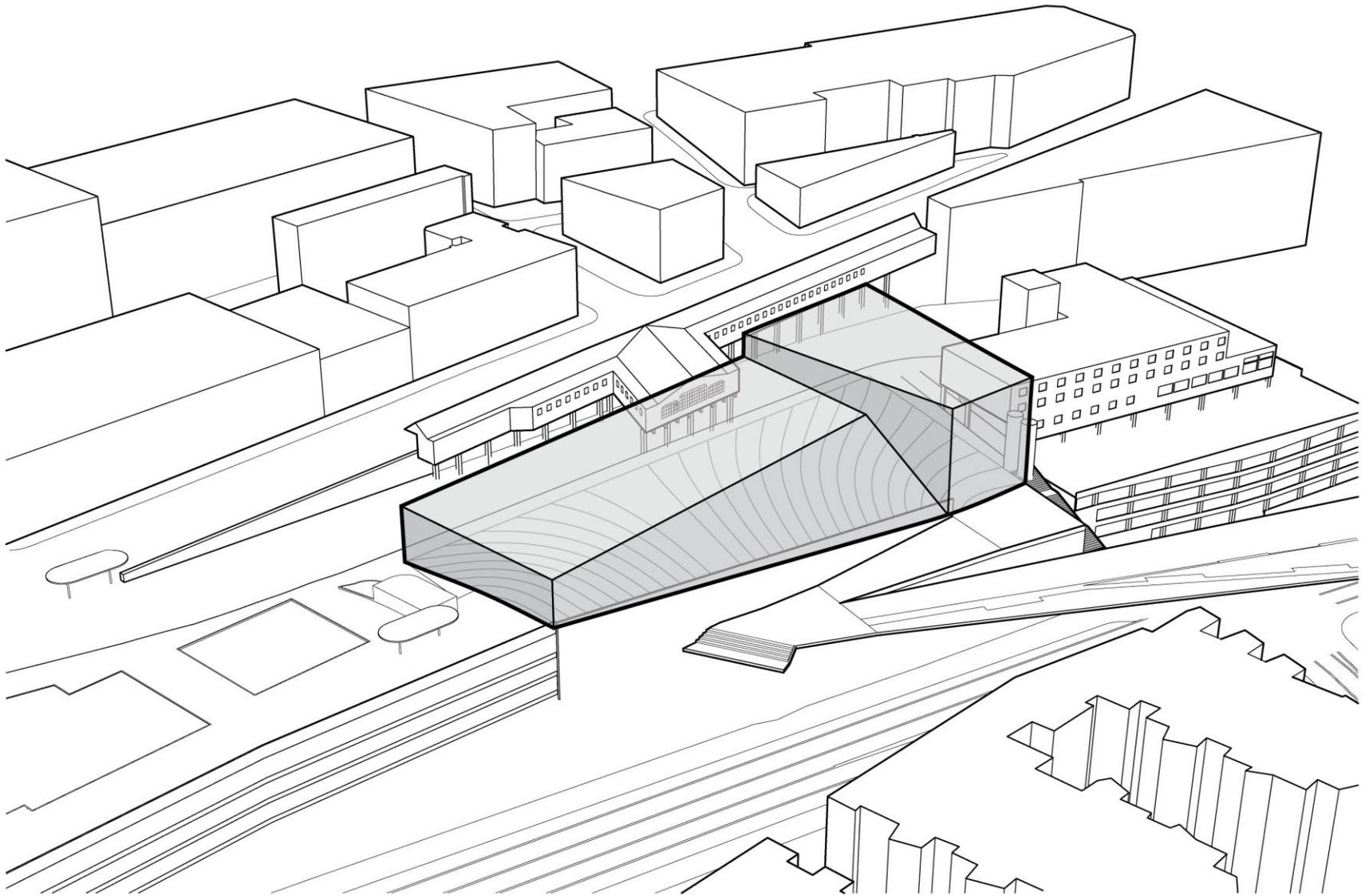
City Datum adjustment of NE property corner survey elevation
 $96.8 - 85 = +11.8'$ adjustment. Numbers in Red are adjusted elevations.



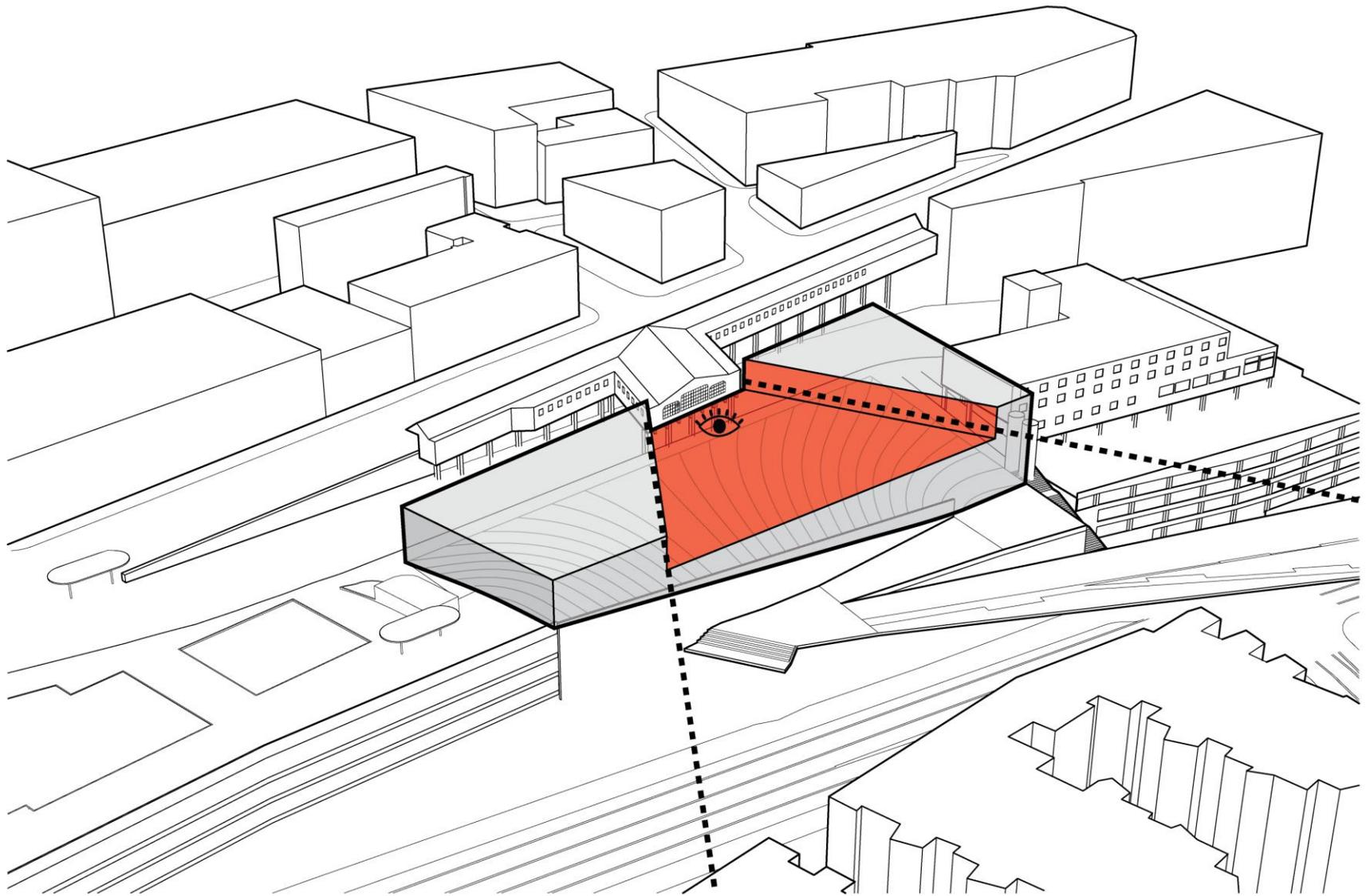
MASSING DIAGRAM



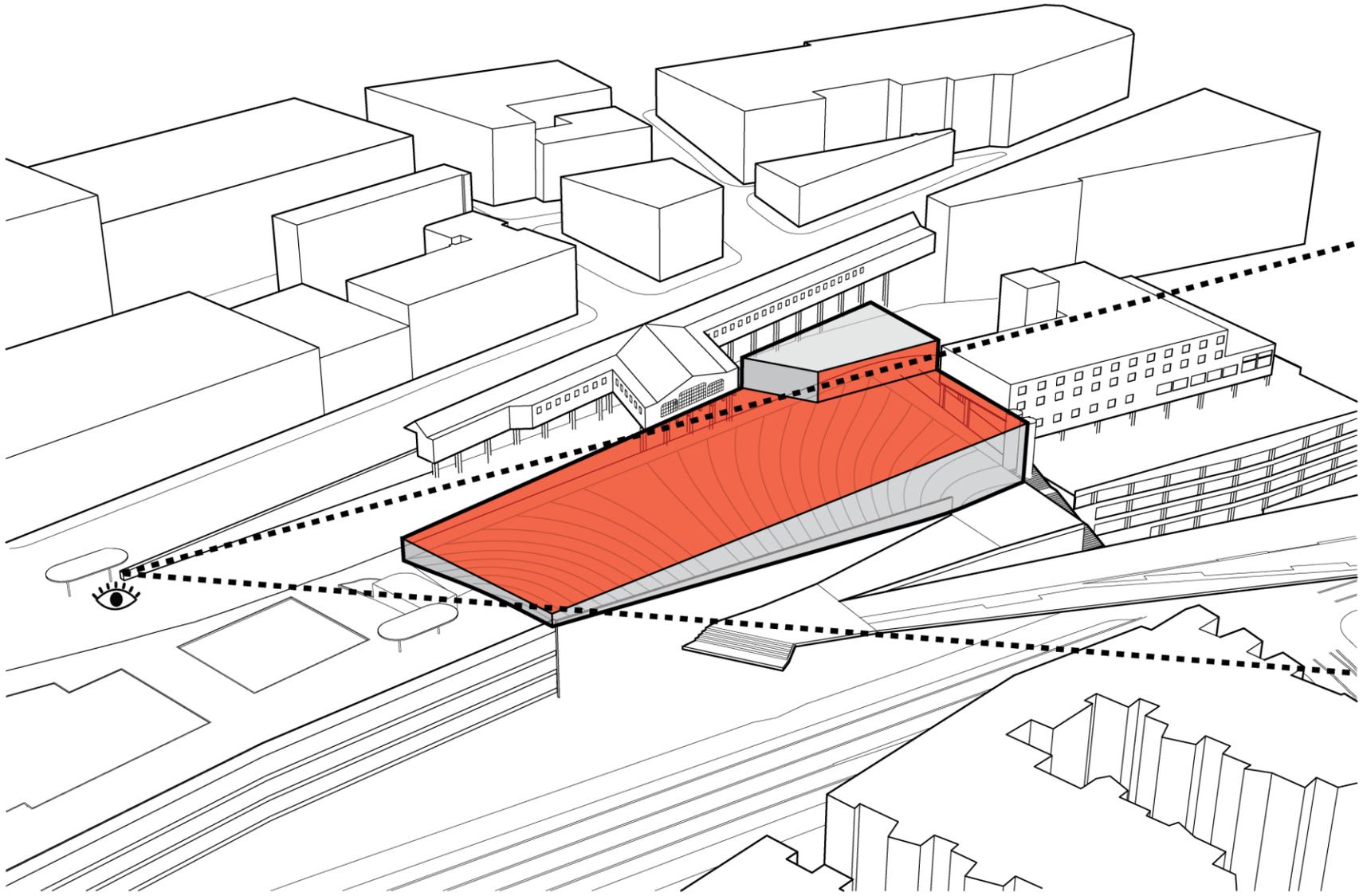
SITE



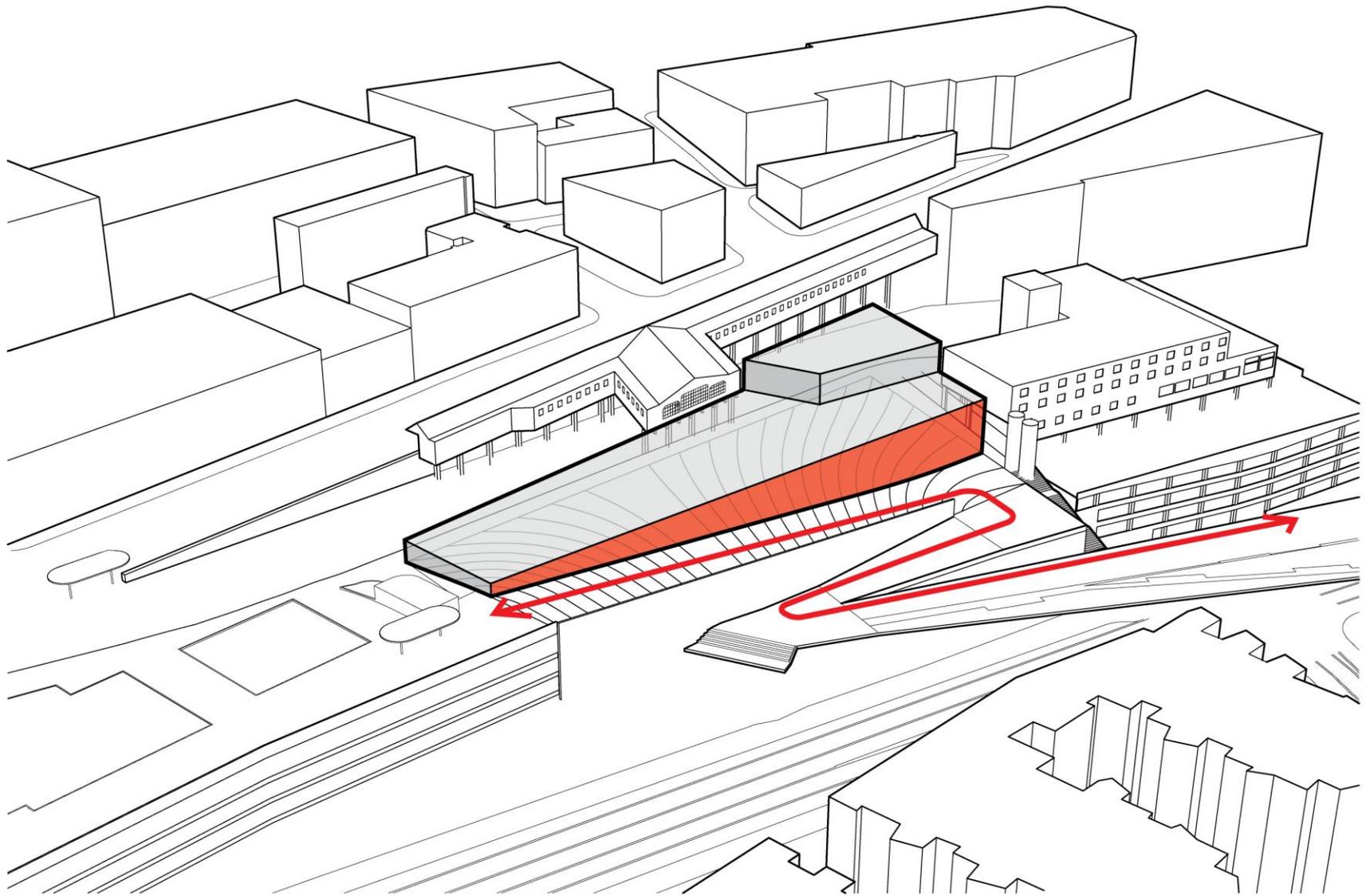
ZONING MAX VOLUME



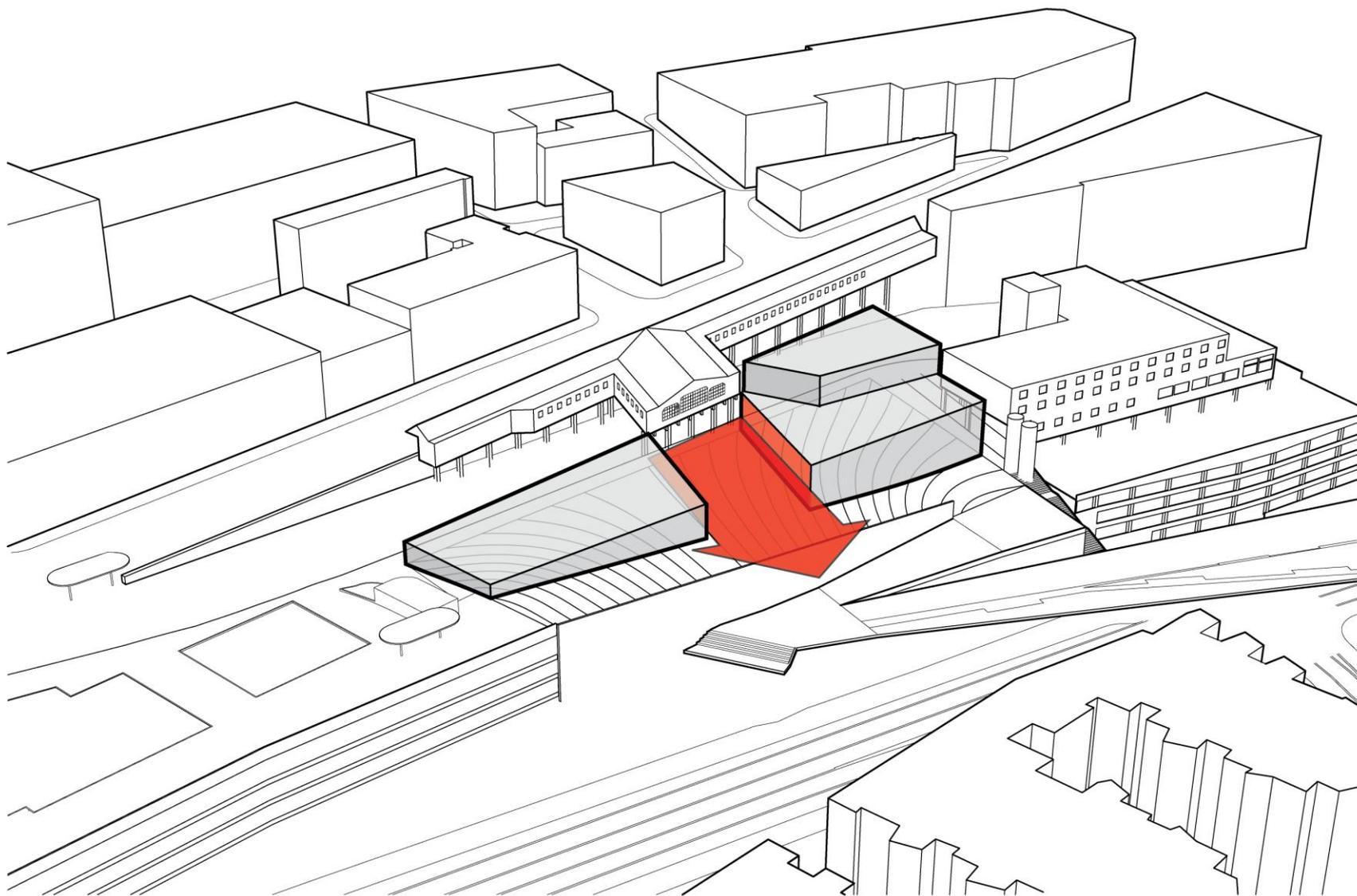
MAINTAIN VIEWS FROM DESIMONE



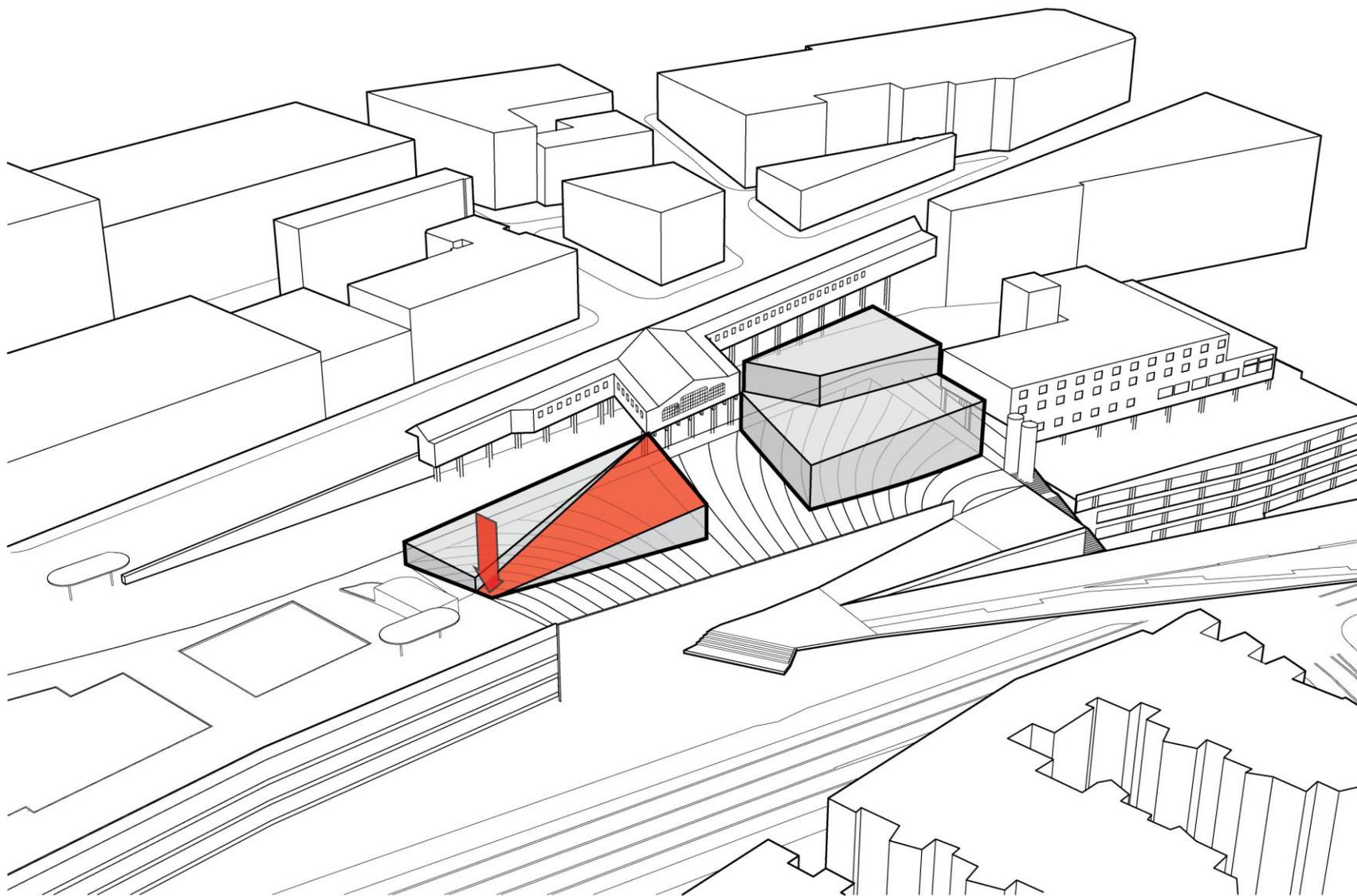
MAINTAIN VIEWS TO SOUTH



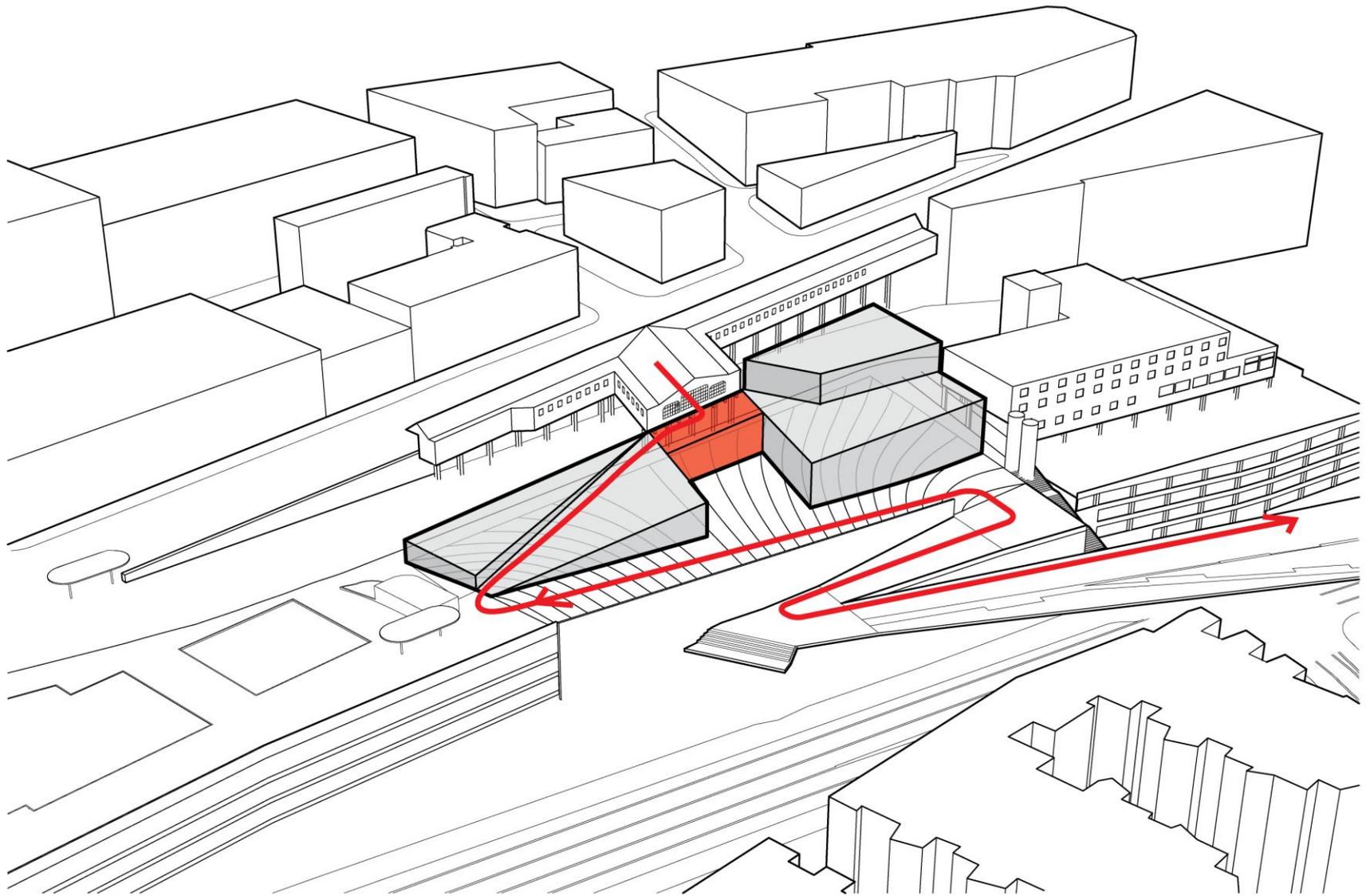
CONNECT TO WATERFRONT



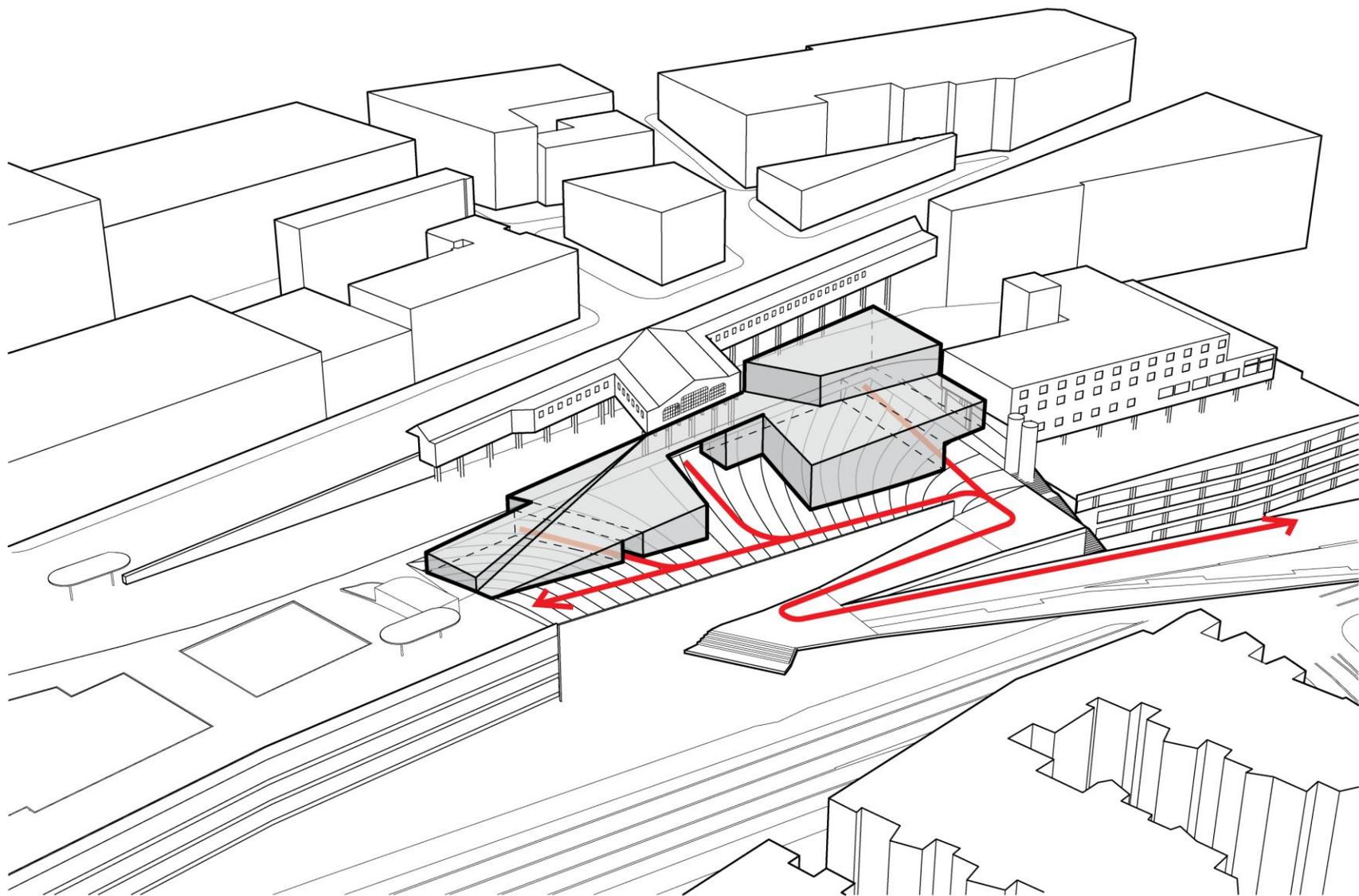
CONNECT TO WESTERN WITH PLAZA



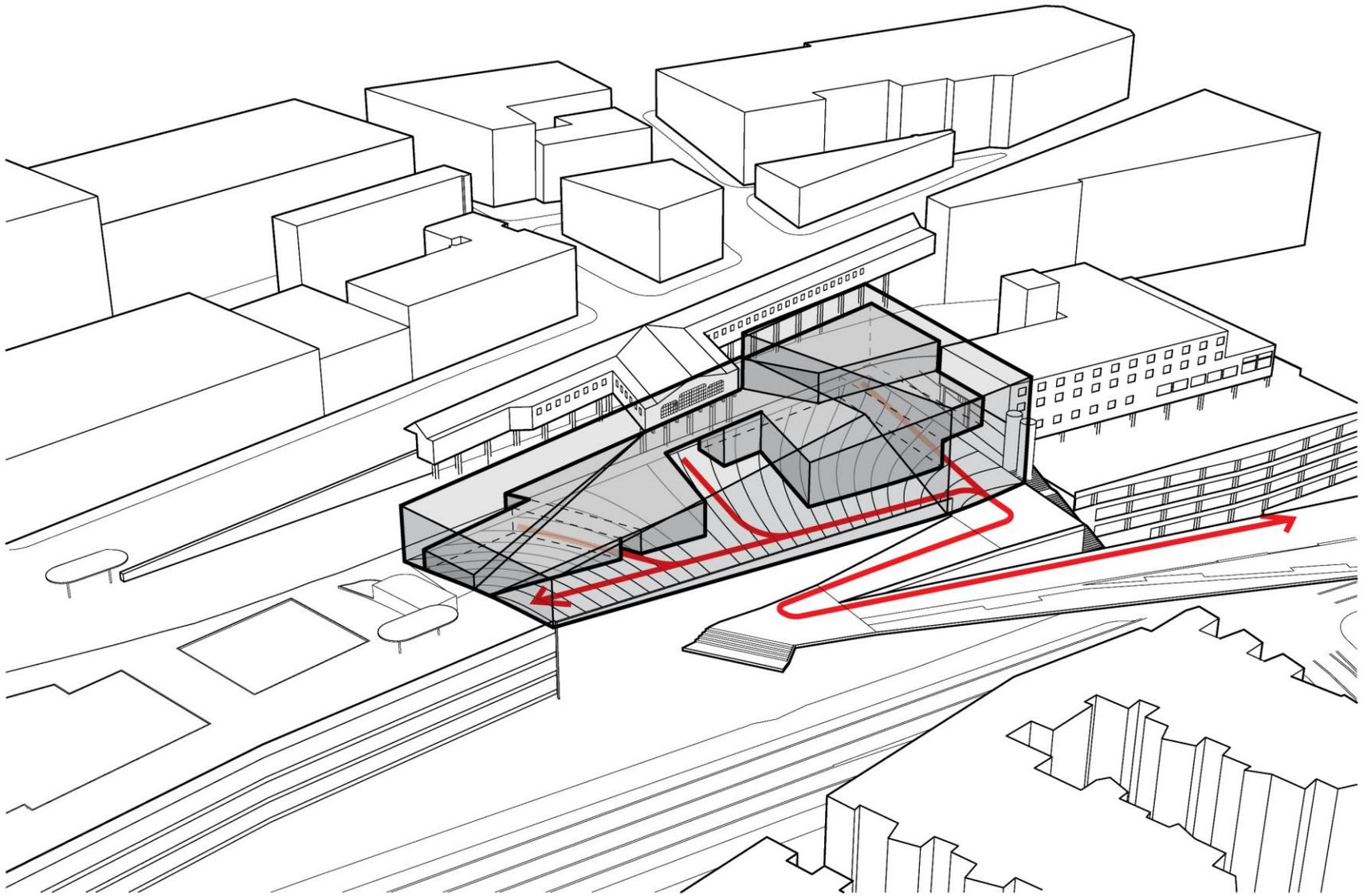
CONNECT TO PARK



CONNECT TO MARKET



POROSITY THROUGH BUILDING



ZONING OVERLAY

PROJECT PHASING



Summer 2014—Construction Begins



stacks in
interim
condition

December 2015—Construction Complete



January 2016–Demolition of Viaduct begins



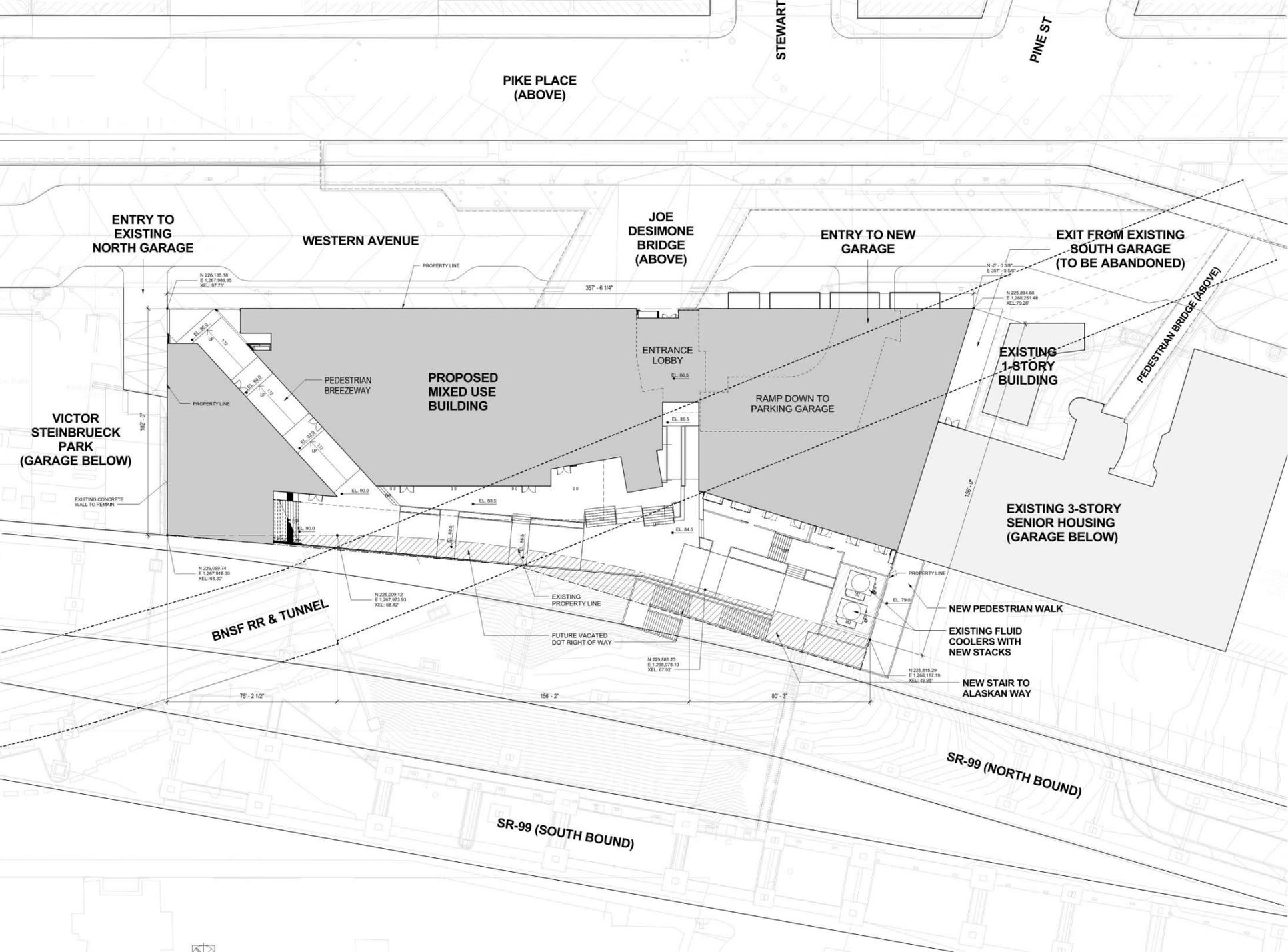
2017—Construction of Elliott Way Connector Road



equipment
to move to
Building B

2018—Construction of Buildings B, C and Overlook Walk

PROJECT PLANS



PIKE PLACE
(ABOVE)

STEWART

PINE ST

ENTRY TO
EXISTING
NORTH GARAGE

WESTERN AVENUE

JOE
DESIMONE
BRIDGE
(ABOVE)

ENTRY TO NEW
GARAGE

EXIT FROM EXISTING
SOUTH GARAGE
(TO BE ABANDONED)

VICTOR
STEINBRUECK
PARK
(GARAGE BELOW)

N 226.138.18
E 1.267.896.95
XEL: 97.71

357'-6.14"

N 0°-0.38"
E 337'-5.58"
N 225.894.68
E 1.268.261.48
XEL: 79.26

PROPOSED
MIXED USE
BUILDING

ENTRANCE
LOBBY

EXISTING
1-STORY
BUILDING

RAMP DOWN TO
PARKING GARAGE

PEDESTRIAN BRIDGE (ABOVE)

EXISTING CONCRETE
WALL TO REMAIN

N 226.059.74
E 1.267.918.30
XEL: 68.97

N 226.009.12
E 1.267.873.93
XEL: 68.42

EXISTING
PROPERTY LINE

NEW PEDESTRIAN WALK

BNSF RR & TUNNEL

FUTURE VACATED
DOT RIGHT OF WAY

EXISTING FLUID
COOLERS WITH
NEW STACKS

75'-2.10"

156'-2"

80'-3"

NEW STAIR TO
ALASKAN WAY

N 225.881.23
E 1.268.078.13
XEL: 67.92

N 225.815.29
E 1.268.117.19
XEL: 49.92

SR-99 (SOUTH BOUND)

SR-99 (NORTH BOUND)



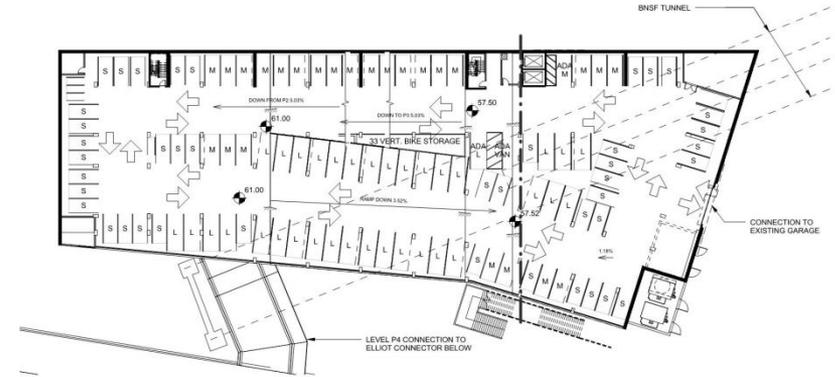
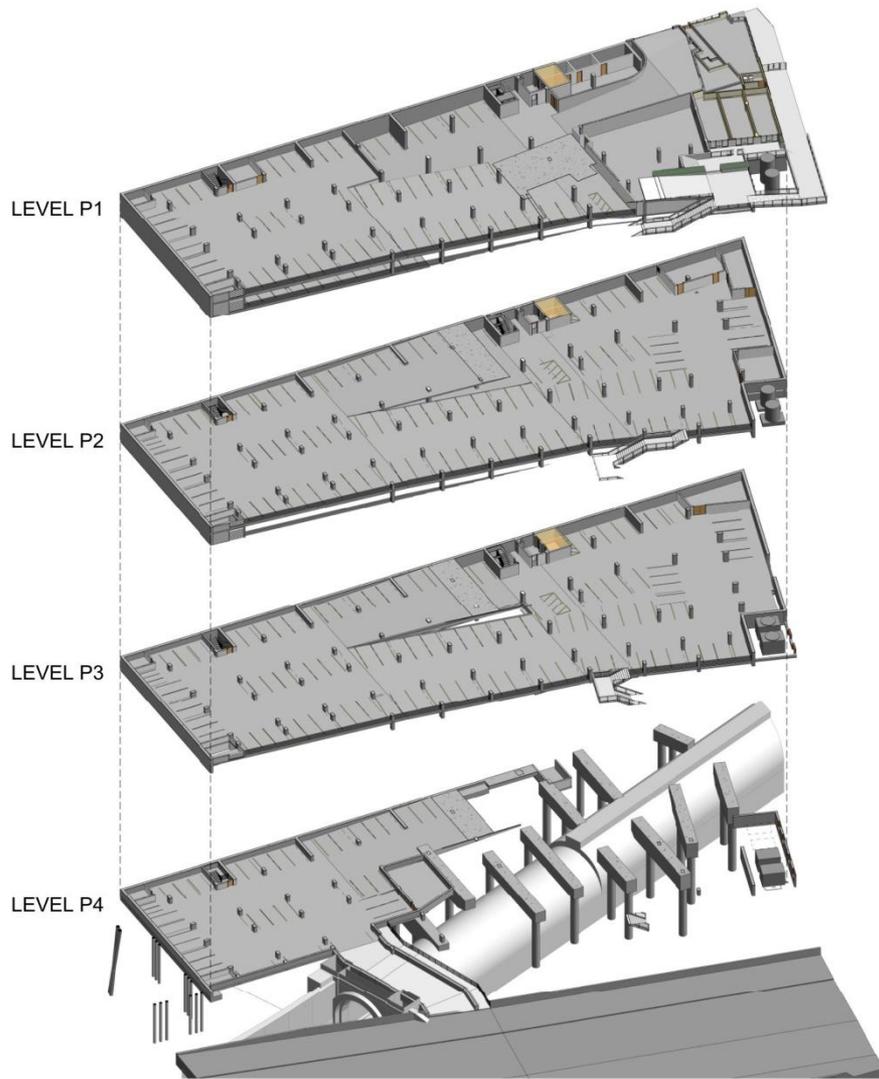
LEED 2009 FOR
**CORE AND SHELL
DEVELOPMENT**

Evergreen Sustainable
Development Standard

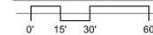
COMMERCIAL

RESIDENTIAL

**PROJECT TIES INTO
THE MARKET'S
CENTRAL PLANT**



TYPICAL PARKING LEVEL



Parking Space Dimensions

L - "Large vehicle" 8'-6" x 19'-0"
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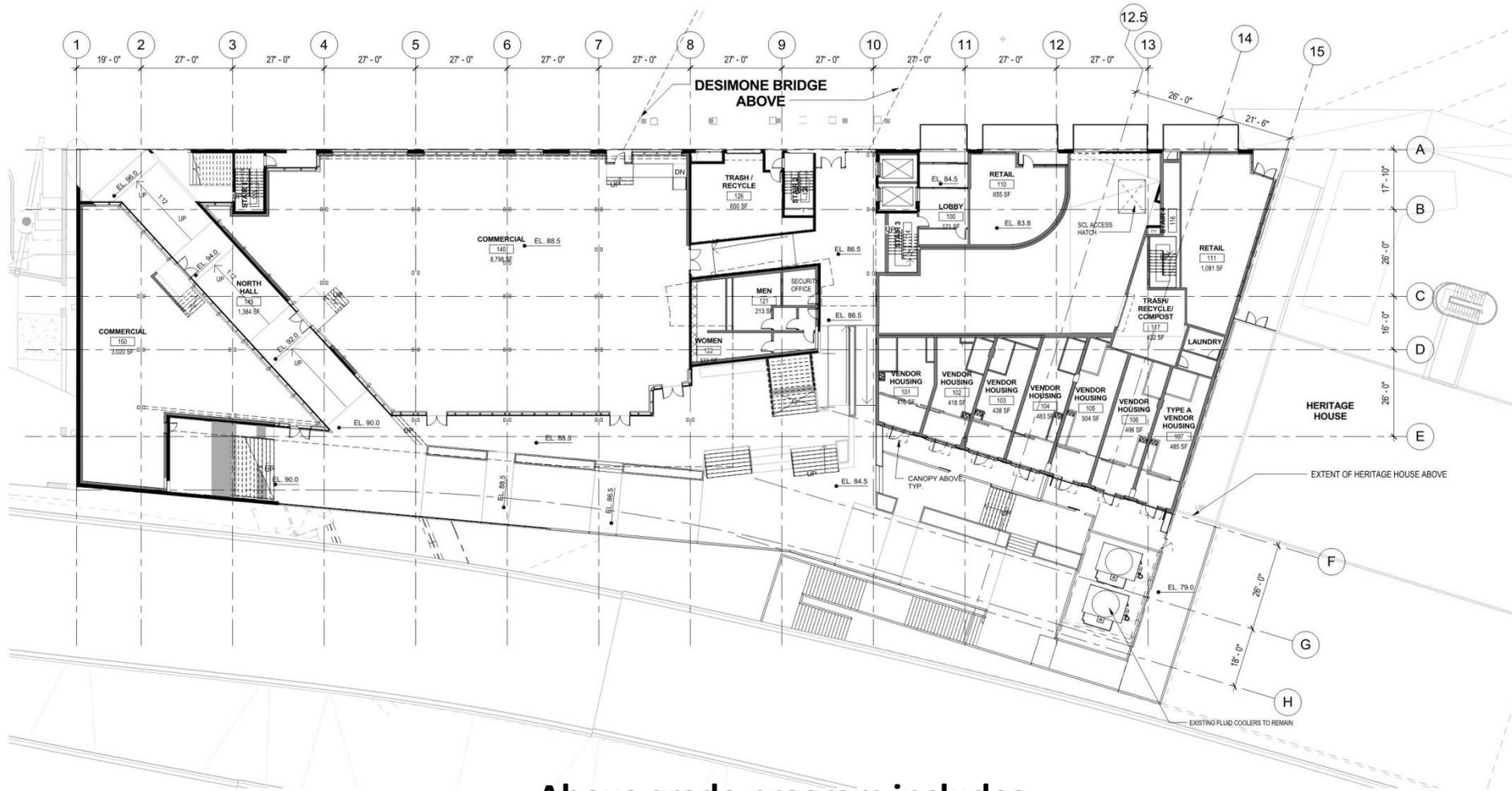
PARKING SPACES (MOTORCYCLE)		
TYPE	COUNT	
MC	12	
	12	

PARKING SPACES EVCS		
LEVEL	TYPE	COUNT
P2	ADA M	1
P1	M	9
		10

Below grade program includes:

- Approximately 300 parking stalls
- Market cold and dry storage
- Entry from Western Ave
- internal connection to PC1-S garage
- future connection to Elliott Connector Road

P a r k i n g G a r a g e

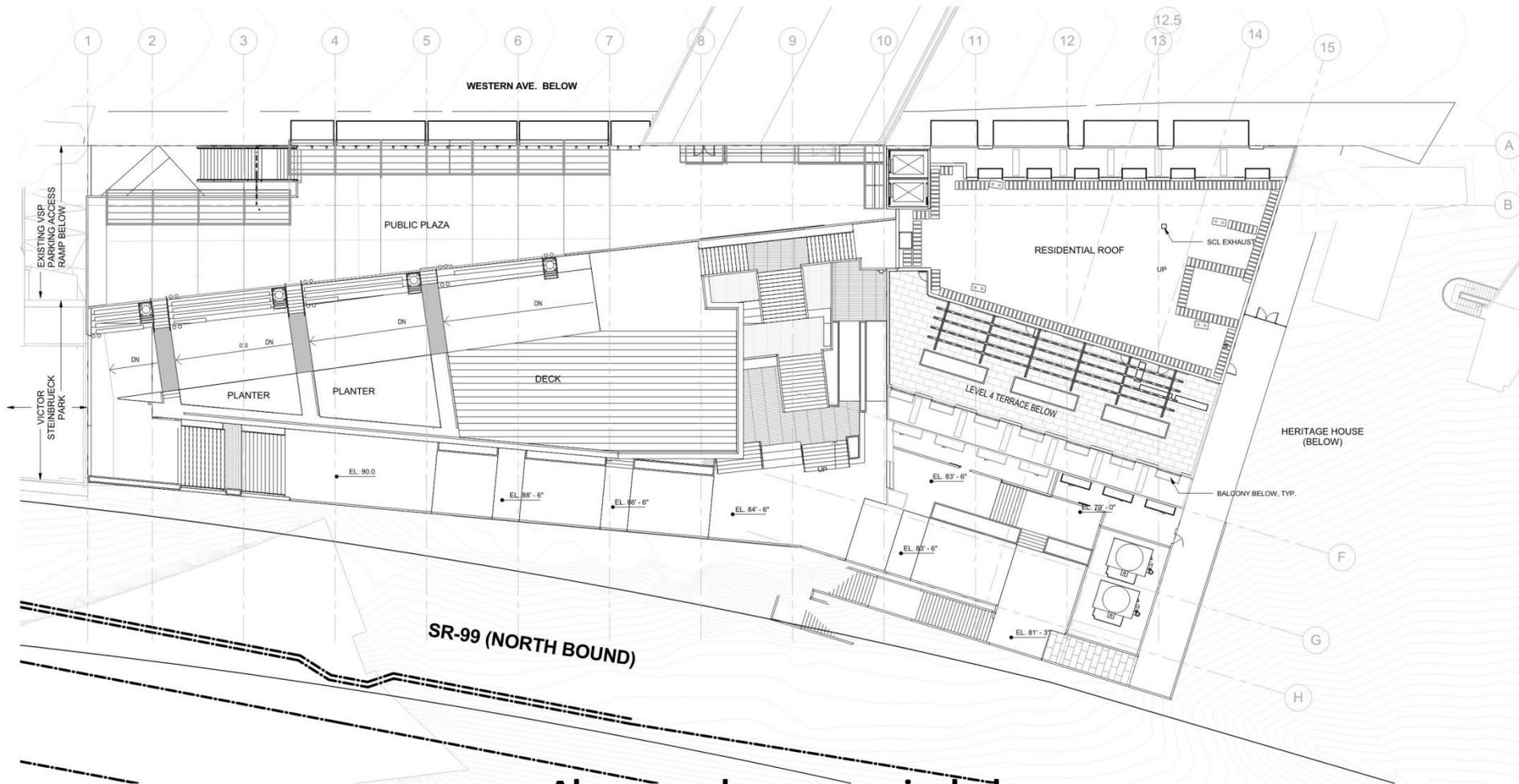


Above grade program includes:

- 15,500 SF of retail space
- 35,900 SF of Public Open Space
- Up to 30 day stalls on roof terrace
- 40 low income housing units (includes 7 vendor housing)

1 LEVEL 1 (WESTERN AVE) @ 88'-6"
 1/16" = 1'-0"
 0' 8' 16' 32'





1 ROOF PLAN
 1/16" = 1'-0"
 0' 8' 16' 32'

Above grade program includes:

- 15,500 SF of retail space
- 35,900 SF of Public Open Space
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HISTORICAL COMMISSION

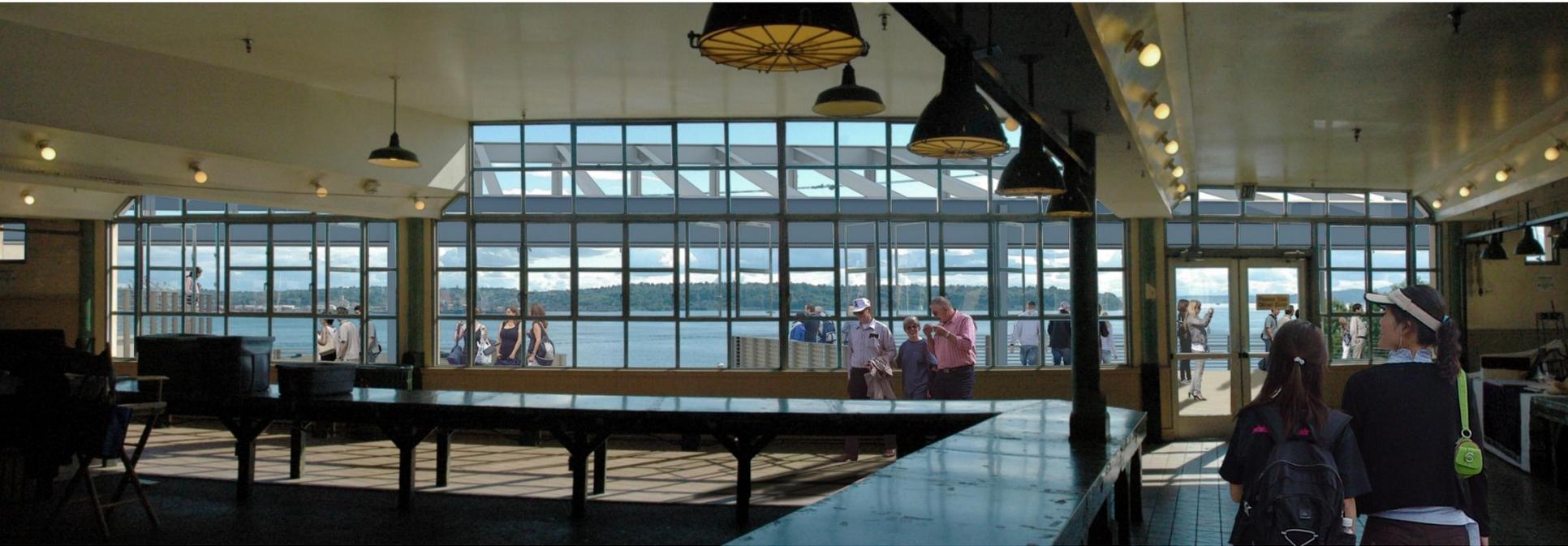
Historical Commission View Analysis



P - 2 Reshoot



P - 2 M a s s i n g



P - 6 A Original / Reshoot



Panorama view from Slab #10 (P-8&9 combined)



Slab #10 view to the West (zoom)



Slab #10 view to the Southwest (zoom)



Slab #10 view to the South (zoom)



P - 1 Reshoot



P - 1 M a s s i n g

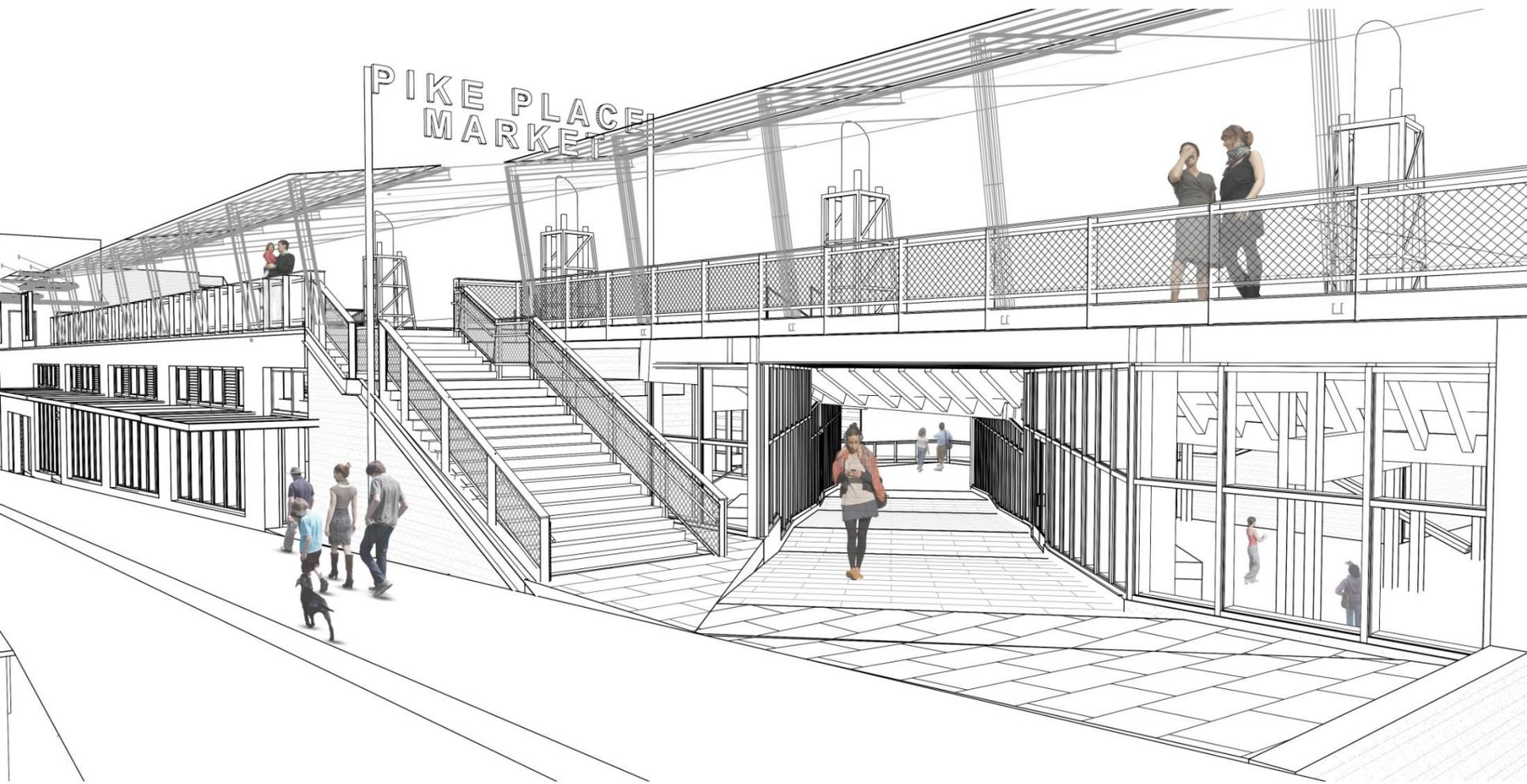
PROJECT RENDERINGS



Western Ave Stair & Breezeway Study



Western Ave Stair & Breezeway Study





E PLACE
ARKET



View from Pike & Virginia pergola



View from SW corner of site



Interior Commercial Space

PUBLIC
SPACE



PIKE PLACE MARKET WATERFRONT ENTRANCE
Market Level Circulation - 11/8/13



HOOF PRINTS



MACHINE GROUND GROOVES



TEXTURED / ACCENT CONCRETE



CAST IN PLACE CONCRETE



WOOD SCALE / PATTERN - SEATING STEPS



WOOD DECK PATTERNING

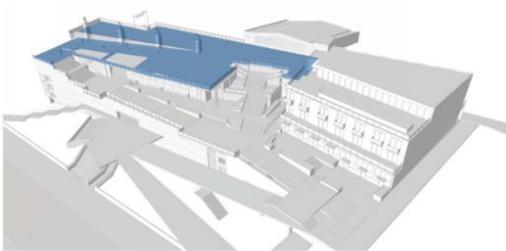


GROOVED WOOD DECKING

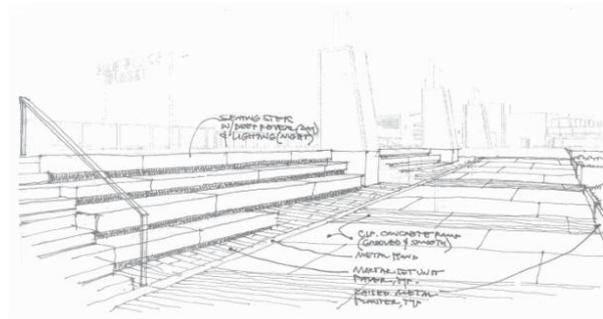


TIMBER DECKING

CONCEPTUAL IMAGES



LOCATION DIAGRAM



MATERIAL ZONE SKETCH

PROPOSED

1 PROPOSED SITE PAVEMENTS
MARKET LEVEL



MARKET HILL CLIMB



PRECAST STAIR TREADS W SANDBLAST



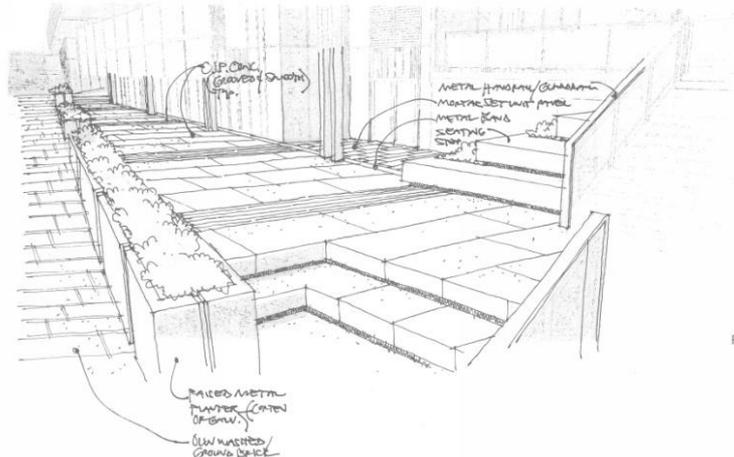
METAL RISERS



METAL ACCENT

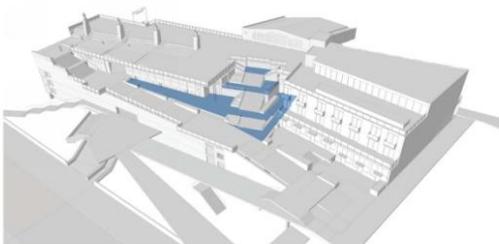


WOOD & CONCRETE

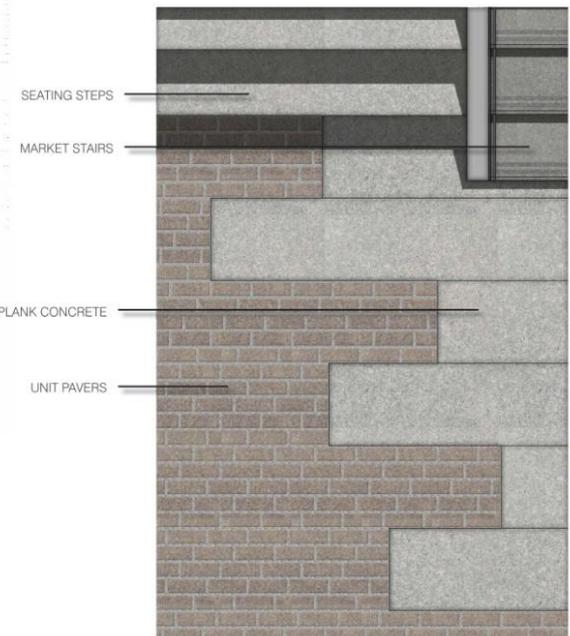


MATERIAL ZONE SKETCH

CONCEPTUAL IMAGES



LOCATION DIAGRAM



PAVING STUDIES

PROPOSED



Pike Place Market Waterfront Entrance

Seating Studies - 11/4/13

Pike Place Market Waterfront Entrance

Project History & Overview – Design Commission

January 23, 2014



ARUP

