

**MEETING MINUTES**

**Bruce A. Harrell**  
Mayor

**Rico Quirindongo**  
Director, OPCD

**Kevin O'Neill**, Acting Chair

**Phoebe Bogert**

**Kate Clark**

**Ray Gastil**

**Ben Gist**

**Brian Markham**

**Shirin Masoudi**

**Zubin Rao**

**Molly Spetalnick**

**Caitlin Truong**

**Michael Jenkins**  
Director

**Valerie Kinast**  
Strategic Advisor

**Windy Bandekar**  
Planner

**Robin Magonegil**  
Administrative Staff

**April 17, 2025**

Convened – 8:30 am

Adjourned - 12:30 pm

**Projects Reviewed**

Commission Business

Fauntleroy Ferry Terminal Replacement

Lake City Flood Plain

**Commissioners Present**

Phoebe Bogert

Ray Gastil

Ben Gist (until 11:00 am)

Brian Markham

Shirin Masoudi

Kevin O'Neill

Zubin Rao (11:00 – 12:30)

Molly Spetalnick

Caitlin Truong

**Commissioners Excused**

Kate Clark

**Staff Present**

Michael Jenkins

Valerie Kinast

Robin Magonegil

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### **Commission Business (8:30 – 9:30 am)**

The Commission received a briefing on the projects to be reviewed, adopted the minutes of April 3, 2025 meeting, and discussed follow up actions to the February 20, 2025, retreat and March 20, 2025 roundtable with City staff on West Seattle Light Rail review.

### **Washington State Ferries – Fautleroy Ferry terminal (9:30 – 11:00 am)**

The Commission reviewed options for replacement of the existing ferry terminal, including the dock and supportive structures. The review is in advance of WSDOT issuing its Final Environmental Impact Statement (FEIS) and related regulatory approvals. The goal of this review was to provide early Commission guidance on the various options under review, including implications on adjacent city right of way.

The following people were presenters:

- Charles Torres, Washington State Ferries (WSF)
- Laura La Bissoniere Miller, WSF/PRR
- Kayla Page, WSF/Jacobs

The following people attended:

- Omar Akkari, SDOT
- Ben Perkowski, SDCI
- Tracy Rector, West Seattle Blog
- William Witucki, FHWA

After the presentation the SDC heard comments from Omar Akkari, SDOT, and Ben Perkowski, SDCI, concerning the permitting of the project and the abutting shoreline street end.

Following Commission questions and deliberations, the commission voted 8-0 in support of the project. The Commission also provided the following recommendations to integrate into the project:

1. Weave the “Ribbon of Gold” into a unified design narrative. Use the "ribbon of gold" as a guiding conceptual and aesthetic theme. Let it influence not just the architecture, but the landscape, public art, and user experience. Create a story that unites building, site, and program.
2. Design as a gateway to the Salish Sea. Position the terminal as an iconic threshold between land and sea. The architecture should reflect the ecological and cultural significance of the Salish Sea. Collaborate with Tribal knowledge holders to ensure the design, placemaking, and artwork are rooted in place and Indigenous perspectives.
3. Reference the character of trestle structures. Draw inspiration from the functional elegance of trestle forms. Explore how their rhythm and relationship to water can inform structure, materiality, and spatial experience.
4. Prioritize visual relationships to and from the site. Consider the building’s visibility from key vantages, such as the dock, Lincoln Park, and the broader shoreline. Design a structure that enhances — rather than obstructs — public viewsheds and connects visually with its natural surroundings.

5. Strengthen connections to nearby open space and parks. Reinforce ecological and recreational links between the terminal and nearby natural areas to enrich the experience for ferry riders and the surrounding neighbors.
6. Elevate the pedestrian and cyclist experience. Design the terminal environment with people — not vehicles — at the center. Prioritize pedestrian and cyclist safety, comfort, and delight in circulation, access, and wayfinding.
7. Engage stakeholders in programming and design. Collaborate with community representatives, including birders, educators, and environmental stewards to understand opportunities for supporting environmental education.
8. Integrate embodied carbon and education into sustainability goals. Within the sustainability strategy, explicitly address embodied carbon in materials and construction.
9. Clearly communicate the tradeoffs of increasing the size of the facility. As part of future concept design presentations, explain the rationale behind the proposed terminal size. Detail the environmental, operational, and transportation benefits and costs, how competing priorities were evaluated, and why the final design approach was chosen.
10. Address construction impacts transparently. Communicate the environmental, neighborhood, and operational tradeoffs of construction early and openly. Outline how construction phasing decisions were made and what mitigation strategies will be used to minimize disruption.
11. Present the intersection designs to the SDC for review and feedback. Ensure these designs reflect the same values of safety, accessibility, sustainability, and community engagement that shape the rest of the project.

### **Lake City Flood Plain project – (11:00 am – 12:30 pm)**

The Commission held its second review of a proposed project between Seattle Public Utilities, Seattle Parks and Recreation, King County, and Mid-Sound Fisheries. The project is to develop a drainage facility with publicly accessible spaces. The goal of the project is to restore and rehabilitate this segment of a salmon bearing habitat. Mid-Sound Fisheries is a non-profit organization that assists in the design, construction, and programming of salmon supportive habitat.

The following people were presenters:

- Tracy Banazynski, MidSound Fisheries
- Dave LaClergue, Seattle Public Utilities
- Maya Garber-Yonts, Seattle Public Utilities
- Jonathan Pagan, Seattle Parks and Recreation

The Commission received a presentation on how the project designs have advanced since their initial presentation to the Commission on November 3, 2022.

The goals of the projects include:

- Creating a space that connects the Lake City Community to an improved and accessible natural area

- Restoration of Thornton Creek to more natural functions
- Creating and restoring healthy habitat

Changes to the creek to accomplish the project goals include:

- Reduce peak flows and channel incision
- Sediment diversity and transport
- In-stream hydraulic complexity
- Adequate base flows
- Riparian area improvements
- Works with underground infrastructure
- Long term operation and maintenance

Following the presentation, and commission questions and deliberations, the Commission voted 9-0 to approve the current design phase, with a condition on presenting the project to a subcommittee prior to the next full Commission review. The subcommittee review will focus on how design solutions are applied to a variety of issues related to safe and secure access, site design details, and use and application of materials. The subcommittee will evaluate and make recommendations on the following:

- Planting plans that share plant species and their attributes (coverage, height, etc.) to convey planting design strategy for restoration and safety/site lines.
- Presentation of additional diagrams to explain site lines from key locations throughout the site.
- Rendered views at key project features throughout the site that provide stronger design narratives, as well as sectional study to express slopes/access/ and depict site lines.
- Study option(s) of the location and configuration of the pedestrian loop at the north of end of the project, including how it reflects any permitting requirements
- Elaborate on materiality and composition of key project features including ground level pedestrian routes, the vertical and horizontal elements of the boardwalk, and pedestrian gathering spots
- Low level lighting strategies that enhance safety
- The location and number of bike parking
- How art and educational opportunities are integrated in the project