

RESOLUTION NO 3159

A RESOLUTION of the Port Commission of the Port of Seattle ratifying application to and authorizing acceptance of funding assistance from the National Endowment for the Arts for the Lenora Bridge Landscape/Art Design Study

WHEREAS, the Port Commission of the Port of Seattle has approved the reconstruction of the Lenora Bridge as a part of the Port's Central Waterfront Project, and,

WHEREAS, the National Endowment for the Arts, through its authorizing legislation, can provide project grants to organizations in support of projects that advance design practice, research, theory, and communication Applicants are encouraged to propose projects that address major concerns facing our society which the design arts can affect, and

WHEREAS, the Port Commission believes the design arts can be successfully used to overcome forbidding and unfriendly aspects of preexisting infrastructure such as viaducts, streets, and blank walls,

NOW, THEREFORE, BE IT RESOLVED by the Commission of the Port of Seattle as follows

- 1 That any funding assistance so received be used in study of the Lenora Bridge Landscape/Art Design
- 2 That the Executive Director's formal application to the National Endowment for the Arts for funding assistance be ratified
- 3 That the Executive Director be authorized to accept funding assistance in the form of a grant from the National Endowment for the Arts
- 4 The Grant shall be attached to this resolution upon execution and by this reference incorporated herein as Attachment A"

ADOPTED by the Port Commission of the Port of Seattle at a regular meeting held December 14, 1993 and duly authenticated in open session with the signature of the Commissioners voting in favor thereof and the Seal of the Commission duly affixed

*Joey Grant*  
*Paul Salup*  
*John Blum*  
*Robert Miller*  
Port Commission



Port of Seattle

December 1, 1993

Gary Grant, President  
Port of Seattle Commission  
P O Box 1209  
Seattle, Washington 98111

Dear Commissioner Grant

I will be unable to attend the Port Commission Regular Meeting of December 14, 1993. However, I am familiar with Resolution No 3159, Ratifying application to and authorizing acceptance of funding assistance from the National Endowment for the Arts for the Lenora Bridge Landscaping/Art Design Study.

I consent to Resolution No 3159 being introduced for first reading and placed on second reading and final passage at the December 14, 1993 Commission meeting.

Please enter this consent in the official minutes of the meeting.

Sincerely,

Patricia Davis  
Port Commission

**ATTACHMENT "A" to RESOLUTION No 3159**

OMB No 3135-0062 Res 12/31/95 47

<b>Design Arts FY 1994</b>		<b>Organization Grant Application Form NEA-3 (Rev)</b>	
Three clear copies must be submitted together with other required materials to: Information Management Divis on DAP, 8th Floor, National Endowment for the Arts, National Arts Center, 1119 Pennsylvania Avenue, NW, Washington, DC 20506-0001			
I Applicant Organization (name, address, zip)  PORT OF SEATTLE PO BOX 1209 SEATTLE WA 98111  Telephone (206 ) 728-3328	II Category under which support is requested <input checked="" type="checkbox"/> Project Grants for Organizations <input type="checkbox"/> Planning Grants for Rural and Small Communities <input type="checkbox"/> Project Grants for Design Education <input type="checkbox"/> Project Grants for Design History and Documentation <input type="checkbox"/> Project Grants for Arts Facilities Design	III Period of support requested (See earliest project beginning date on Application Calendar) Starting <u>JULY 1</u> 1994 Ending <u>JULY 1</u> 1995 month day year      month day year  IV <u>91-6001025</u> Employer ID Number	
V Summary of project description (Complete in space provided. DO NOT reduce copy or continue on additional pages.) <u>Lenora Bridge Streetscape Design</u> In the past a trestle bridge at Pike Street connected two of Seattle's most prized assets, the Pike Place Market and the central waterfront. The bridge allowed both market vendors, who brought product by water and shoppers a way to negotiate the steep hillside between the two. Over the years, a viaduct, train and trolley tracks a four lane arterial and demolition of the bridge severed the connection between market and waterfront. The Lenora Bridge also connected the waterfront with the area just north of the Pike Market, however it never was available for public use. Its waterfront terminus, Pier 65 was demolished in the 1980's leaving it as a bridge to nowhere. The Port of Seattle as part of its Central Waterfront Project will be remodeling the Lenora Street Bridge to provide an open-air barrier free pedestrian connection from the Pike Place Market to the waterfront. The renovation has been designed and is scheduled for construction in the fall of 1995. The eastern terminus of the Lenora Bridge connects with the hillside in the shaded underside of the Alaskan Way viaduct. The area from this terminus to the intersection of Lenora and Elliott is critical to enticing pedestrians from the north part of the Pike Place Market to the Lenora Street Bridge and thence to the waterfront. Currently this link is a rather austere street used primarily by cars accessing parking garages on either side of the street and parking under the viaduct. It is forbidding rather than enticing. The Port of Seattle Commission believes the design arts can be successful in overcoming the unfriendly aspects of this critical link by creating an "entry" to the Lenora Bridge through imaginative use of the viaduct structure, streetscape design, art, lighting and treatment of building base walls. NEA funding would be used to retain a designer for this challenging project. The process to select the designer will involve the Pike Place Market and arts communities. 10.9 million people use the Pike Market every year. The project will use design arts to entice these users to make the rewarding journey to the waterfront. List any anticipated final products which would result from the proposed project: Streetscape Design Document NOTE: If you receive a grant do you wish to have your application materials included in Design Access (see page 7)? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
VI Estimated number of persons expected to benefit from this project		10 000 000 per year	
VII Summary of estimated costs (recapitulation of budget items in Section X)		Total cost of project (rounded to nearest \$1000)	
A Direct costs			
Salaries and wages		\$	23 000
Fringe benefits		\$	
Supplies and materials		\$	
Travel		\$	7 000
Permanent equipment		\$	
Fees and other		\$	
Total direct costs		\$	
B Indirect costs		\$	
Total project costs		\$	30 000
VIII Total amount requested from the National Endowment for the Arts		\$ 15 000	
NOTE: This amount (Amount requested)		\$	15 000
PLUS Total contributions grants and revenues (XI page 3)		\$	15 000
MUST EQUAL Total project costs (VII above)		\$	30 000
IX Organizational total fiscal activity		Most recently completed fiscal period      Estimated for current fiscal period	
A Expenses		1 \$	141 083 000
		2 \$	131,123,000
B Contributions grants & revenues		1 \$	194 426,000
		2 \$	148,635,000



X Budget breakdown of summary of estimated costs (cont nued)

3

	Amount
4 Permanent equipment	
_____	
_____	
_____	
Total permanent equipment	\$ <u>0</u>

	Amount
5 Fees for services and other expenses (list each major type separately)	\$
_____	
_____	
_____	
_____	
_____	
_____	
Total fees and other	\$ _____

B Indirect costs	Amount
Rate established by attached negotiation agreement with National Endowment for the Arts or another Federal agency	
Rate _____ % Base _____	\$ _____

XI Contributions, grants and revenues (for this project)

A. Contributions	Amount
1 Cash	\$ <u>15,000</u>
2 In kind contributions (list each major item)	
_____	
_____	
_____	
Total contributions	\$ <u>15,000</u>

B Grants (do not list any Endowment grants anticipated or received)	Amount
_____	
_____	
_____	
Total grants	\$ _____

C Revenues	Amount
_____	
_____	
_____	
_____	
Total revenues	\$ _____
Total contributions, grants and revenues for this project	\$ <u>15,000</u>

XII Final Reports

4

Have you submitted required Final Report packages on all completed grants from any Arts Endowment Program since (and including) Fiscal Year 1984?

Yes  No If no and you have received Arts Endowment funding in the past, please mail immediately under separate cover to Grants Office/Final Reports Section to maintain eligibility. Do not include with your application package.

N/A

XIII Delinquent Debt

Are you delinquent on repayment of any Federal debt?  Yes  No  
If yes, provide explanatory information on a separate sheet.

XIV Certification

The Authorizing Official(s) certify that the information contained in this application, including all attachments and supporting materials, is true and correct to the best of our knowledge. The Authorizing Official(s) also certify that the applicant will comply with the Federal requirements specified under Assurance of Compliance on pages 38-41.

Authorizing Official(s)

Signature: *Andrea Finiker* Date signed: 12/10/83  
Name (print or type): ANDREA FINIKER  
Title (print or type): Deputy Executive Director  
Telephone (area code): \_\_\_\_\_

Signature:  \_\_\_\_\_ Date signed: \_\_\_\_\_  
Name (print or type): \_\_\_\_\_  
Title (print or type): \_\_\_\_\_  
Telephone (area code): \_\_\_\_\_

Project Director

Signature:  *Jane Walty* Date signed: 12/10/83  
Name (print or type): JANE W. WALTZ  
Title (print or type): DIRECTOR, FACILITIES DEVELOPMENT  
Telephone (area code): (206) 728-3211

**BE SURE TO DOUBLE CHECK THE "APPLICATION INFORMATION FOR ORGANIZATIONS" SECTION ON PAGES 21-22 AND THE ADDITIONAL APPLICATION REQUIREMENTS FOR EACH PROJECT CATEGORY TO BE SURE THAT ALL MATERIALS ARE INCLUDED IN YOUR APPLICATION PACKAGE. INCOMPLETE APPLICATIONS WILL BE REJECTED.**

Privacy Act Notice

The Privacy Act of 1974 requires us to furnish you with the following information:

The National Endowment for the Arts is authorized to solicit the information in this application by 20 U.S.C. section 504 et seq. (the National Foundation on the Arts and the Humanities Act of 1965, as amended). The information contained in the application (including all ancillary materials such as work samples submitted with the application) is used in the grant review process. All application materials may be subject to review by the National Council on the Arts in open meeting. The information in your application also may be used for statistical research, analysis of trends and for Congressional oversight purposes. This information may also be provided to the public upon request after conclusion of the Endowment's deliberative process, subject to certain exemptions contained in the Freedom of Information Act and, in the case of individuals, the Privacy Act (5 U.S.C. sections 552 and 552a, respectively). By submitting a signed application, you are agreeing to the conditions described herein. Failure to provide all requested information may result in the rejection of your application.

Lenora Bridge Streetscape Design  
Port of Seattle

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**Special Application Requirements**

**Contents** =

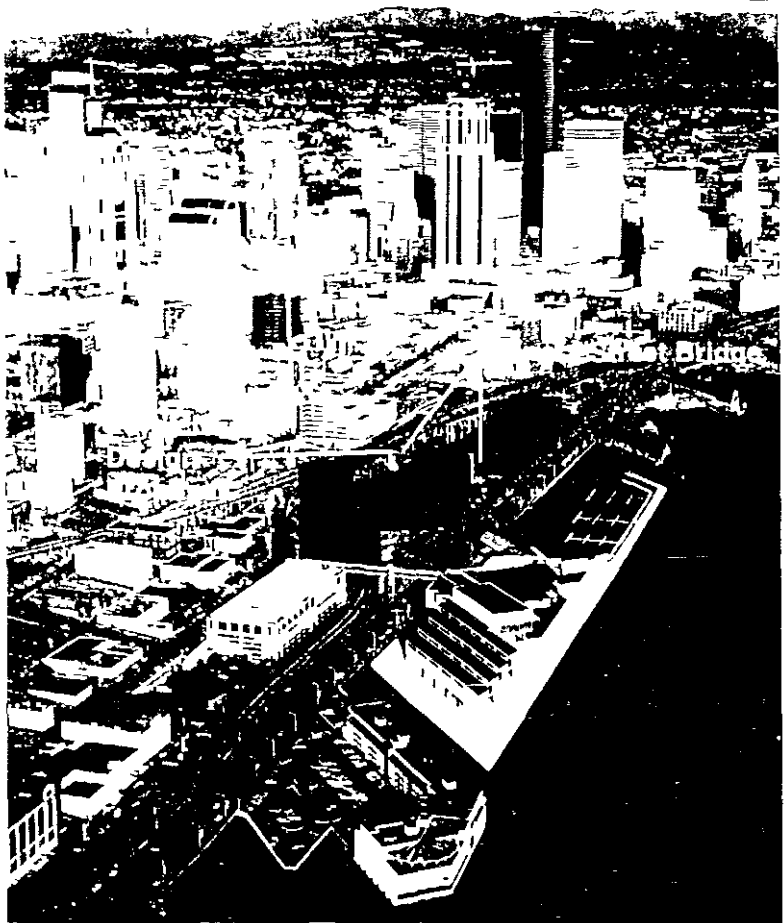
**Graphics**

- Aerial View of Port's Central Waterfront Project showing location of Lenora Bridge Streetscape Design Project
- Central Waterfront Project Site Plan showing location of Lenora Bridge Streetscape Design Project
- Lenora Bridge Plan and Elevation
- Site Photographs (2 pages)

**Expanded Narrative** ---

**Process for Selection of Designer**

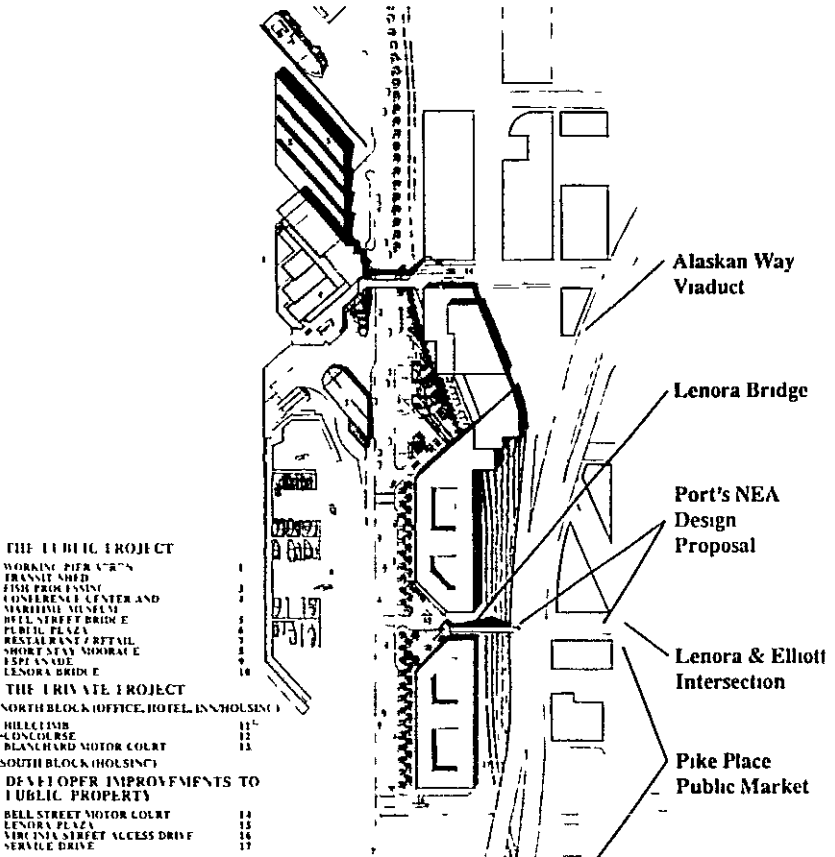
**Plan for Implementing Barrier free Design**



Aerial view of the Port of Seattle - Central Waterfront Project



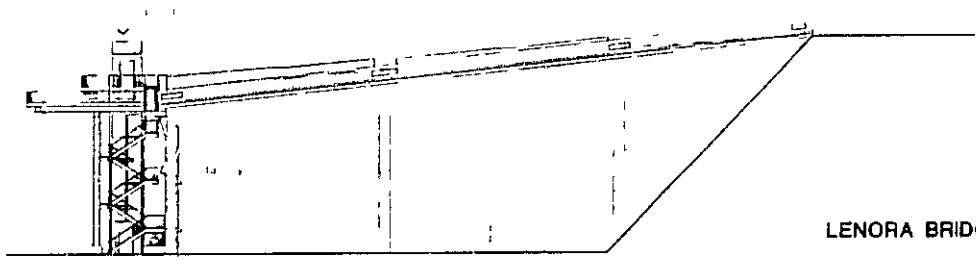
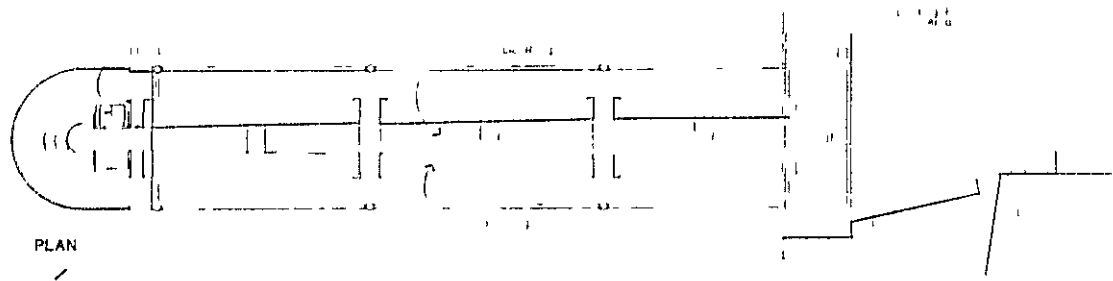
# Lenora Bridge Streetscape Design Port of Seattle



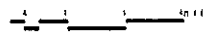
CENTRAL WATERFRONT PROJECT



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**LENORA BRIDGE**  
CENTRAL WATERFRONT PROJECT  
PORT OF SEATTLE



SEA 77 144  
DECEMBER 10 1993

## Lenora Bridge Streetscape Design Port of Seattle



From the interior of the Lenora and Pike at the north end of the Pike Place Public Market one is currently faced with the view. The water is tantalizing, but the crowded, busy parking, entrance and blank wall are deterrent to further progress. The existing Lenora Street Entrance is in the center of the entrance. When it is included as part of the Port's Central Waterfront Project, it will provide a direct pedestrian link from the Market to the waterfront.



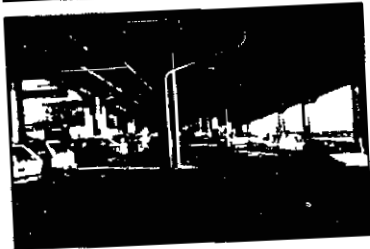
As you move toward the Entrance the view of the waterfront is unobscured but the irregular composition of the street is a nuisance. The strong horizontal unvertical Entrance entrance can become more vertical.



Once under the bridge the view of the waterfront becomes striking. The color of the water, the dark, flat, crumbly and the chaotic lack of horizontal overexposure is prominent. The vertical aspect of the view is unobscured by the bridge.



Although the pedestrian bridge is a way of connecting, it is a way of connecting the waterfront with the rest of the city.



## Edmore Bridge Street Scene Design Part of Seattle

The design of the street scene is a key element in the overall urban environment. It involves the careful selection of materials, colors, and textures to create a cohesive and visually appealing space.

The design process begins with a thorough analysis of the existing conditions. This includes a study of the surrounding architecture, the existing street layout, and the local climate. The goal is to identify opportunities for improvement and to develop a design that responds to the unique characteristics of the site.

The design team works closely with the client and the local community to ensure that the proposed changes are in line with the overall vision for the area. This involves a series of meetings, presentations, and public consultations to gather input and feedback.

The final design is a comprehensive plan that details every aspect of the street scene, from the selection of paving materials to the placement of street furniture. It also includes a schedule of construction and a budget for the project.

## Lenora Bridge Streetscape Design Port of Seattle

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### Expanded Narrative

**The Need.** In the early 1900 s a trestle bridge at Pike Street connected two of Seattle's most prized assets the Pike Place Public Market and the Central Waterfront. The bridge allowed both market vendors who brought product by water and shoppers a way to negotiate the steep hillside between the two. Over the years a viaduct, train and trolley tracks, a four lane arterial and demolition of the bridge severed the connection and now pose obstacles to pedestrian movement between market and waterfront. The three current pedestrian avenues between the market and waterfront are neither obvious nor without barriers. Two other bridges Lenora Street Bridge and Bell Street Bridge also connected the waterfront with areas just north of the Pike Market. The Bell Bridge was demolished in the early 1980's and the Lenora Bridge never was available for public use. Its waterfront terminus Pier 65 was demolished in the 1980 s leaving it as a bridge to nowhere.

**The Opportunity.** An element of the Port of Seattle's Central Waterfront Project will be the renovation of the Lenora Street Bridge. The existing bridge to nowhere will be reduced in size and remodeled. It will be refurbished to provide an open air barrier free pedestrian connection that will allow people to walk from the Pike Place Market, down Lenora Street onto the refurbished bridge and to the waterfront via stairs and elevators at the west end of the bridge. The renovation has been designed and is scheduled for construction in the fall of 1995.

The eastern terminus of the Lenora Street Bridge connects with the hillside in the shaded underside of the Alaskan Way viaduct. The area from this terminus to the intersection of Lenora and Elliott is crucial to enticing pedestrians from the north part of the Pike Place Market to the Lenora Bridge and thence to the waterfront. Currently this area is a rather austere street that is used primarily by cars accessing parking garages on either side of the street and parking under the viaduct. It is forbidding rather than enticing.

**The Proposal.** The Port of Seattle Commission believes the design arts can be successfully used to overcome the unfriendly aspects of this crucial link by creating an entry to the Lenora Bridge through

- imaginative use of the viaduct structure
- landscaping
- art
- lighting
- treatment of building base walls
- streetscape design

NEA funding would be used to retain a designer for this challenging project. Selection of the designer and oversight during the design process will include the participation of the Port of Seattle, City of Seattle, Pike Place Market Preservation & Development Authority, the State of Washington, community representatives and surrounding private interests.

The pedestrian link will re-connect the Pike Place Public Market (on the National Historic Record) with the waterfront and its varied uses including the Aquarium, Waterfront Park, trolley, Puget Sound/British Columbia ferries, and Pier 62/63 site of Barbara Kruger's NEA funded project.

## Lenora Bridge Streetscape Design Port of Seattle

**Project Significance.** The project's significance is using the design arts to create an inviting entry to the Lenora Bridge so users of the Pike Place Market will continue down the bridge on their way to the waterfront. For the NEA, the link to the Market would increase access to an NEA-funded project on Pier 62/63. The project could provide a model for public officials, design professionals, artists, commercial interests, and citizens to collaborate on successful design solutions to difficult urban pedestrian situations.

**Site Context.** Seattle is a city of hills and water, a blessing and a curse. Water provides transportation, recreation, and beauty, but can also be a barrier. Hills, while offering relief to flat land and vantage points for views, often complicate development and terrain can be a barrier. Where the land slopes gently to meet water, access and development is easy. Seattle began in such a location. But the easy spots were soon developed and all that was left was the more typical situation of steep bluff meeting the water's edge, a condition that has affected much development in Seattle. The shoreline was usually filled to provide flat ground for rail and road and some way had to be found up the hill. Furthermore, the direction of the water's edge often dictated the aspect of the street grid and numerous intersecting grids are found in Seattle. The Lenora Street Bridge is the only bridge left of many that made the transition from the bluff to the water in Seattle's downtown waterfront.

**Central Waterfront Context.** Early Seattle had few land connections with local or distant cities so water transportation was extensive. Larger vessels carried timber, fish, and coal to California, Hawaii, and Pacific Rim countries, while smaller vessels carried passengers, mail, produce, and cargo up and down Puget Sound. When the railroads finally came, the city gave away rights to much of the commercial waterfront to private interests and by 1895, 4 railroads were serving Seattle. The waterfront became increasingly congested and in 1911, after 22 years of debate over public versus private control of the waterfront, Washington State passed legislation allowing the public to own and operate a port. Three months later the Port of Seattle was formed. As freighters and passenger ships became larger, the Port found it difficult to provide the necessary facilities on the Central Waterfront to service them - narrow uplands made it difficult to provide rail access and storage facilities, and deep water made it impossible to build long piers. The movement of terminals for larger ships to the north and south was the beginning of the Central Waterfront's decline in importance for major shipping. The railroad congestion was reduced when a tunnel was built to bypass the southern half of the waterfront. The tunnel passes directly under the Pike Place Public Market.

The Mosquito Fleet, as the local passenger, mail, and cargo vessels were called, continued to use Central Waterfront piers. In 1915 there were nearly 60 steamers in this fleet, but by 1930 it had diminished to 25 vessels because of increasing use of automobiles. In the early 1950s the Alaskan Way Viaduct was constructed, an elevated 2-deck expressway which physically and visually separates the waterfront from the downtown. Although it facilitated movement through the city, the route allowed traffic to completely bypass the waterfront and ease of vehicular transportation further eroded the need for waterborne transportation up and down Puget Sound. As maritime uses left the Central Waterfront, many of the piers fell into decline and owners struggled to find other uses. Some piers were used for parking the ubiquitous automobile. Others developed commercial and

## Lenora Bridge Streetscape Design Port of Seattle

retail uses catering to the tourist trade such as restaurants and gift shops. Many plans have been developed for the entire length of the Central Waterfront but most implementation has occurred on a site by site basis. A bond issue in the 1960's provided funds for the Waterfront Park and Aquarium. The Lenora Street Bridge presents an opportunity re-connect the Central Waterfront with the Market.

Current uses on the waterfront include ferries serving Puget Sound and British Columbia, the Seattle Aquarium, local cruise/sight seeing vessels, restaurants/shops, Waterfront Park, hotel, Port headquarters, limited fish processing and transient vessel moorage. The City of Seattle recently acquired Pier 62/63 which it has rehabilitated and converted to an open space park. During the past few summers the pier was used for a series of open air performances by internationally known music groups. The pier is also the site a Barbara Kruger installation funded by the NEA. The entire length of the Central Waterfront is served by a trolley that connects to the Pioneer Square Historical District. The City and Port have also recently completed a bike/pedestrian trail paralleling the trolley.

**Pike Place Public Market Context.** The Pike Place Market opened in 1907 as a public market - consumers dealt directly with producers. A few months after opening over 200 farmers were renting stalls. The City built a covered area to protect farmers from Seattle's famous rain and private investors developed the area around Pike Place to provide space for other businesses. Butchers, bakers and fishmongers joined the farmers to add variety to the goods offered. Market vendors and shoppers were a melting pot of immigrants from Europe and Asia.

The Market continued to expand as a center for food retailing and soon developed into a social center as well with affordable housing provided in a number of hotels. In 1926 627 farmers were issued selling permits. After World War II the Market fell on hard times but it remained an important center for low income shoppers and neighborhood residents. It became an incubator for many small businesses that remain today.

Many of the older buildings began showing their age and in the 1960's developers proposed replacing dilapidated buildings with high rise offices. Seattle citizens put an end to the urban renewal plans by voting to 'Keep the Market' in 1971. The resulting ordinance provided for restoration of Market buildings and preservation of traditional Market activities. Soon after the Market became a National Historic District. Preservation and rehabilitation continued through the 1970's and was completed in 1984.

After 80 years the Market remains primarily a food place. The farm community is healthy with nearly 100 farmers renting daystalls on a yearly basis. Complementing the food businesses are over 150 shops and offices. It is a place for everyone and they come in droves. It is estimated that in 1989 10.9 million people visited the Market. Summer Saturdays range between 42,000 and 44,000 people while summer weekdays see 28,000 to 35,000 visitors.

**Port of Seattle Central Waterfront Project Context.** In the late 1980's the Port acquired 5 acres of uplands property across Alaskan Way from its waterfront holdings, Pier 66 and Pier 64/65. The combined site area is about 17 acres and is shown on the accompanying photograph. Located at the foot of a bluff, the properties stretch some 1600 feet along the waterfront. Bracketed on either side by city and privately owned property and piers, the site is the largest remaining piece of the Central

## Lenora Bridge Streetscape Design Port of Seattle

Waterfront owned by a single entity and capable of cohesive development. Given the decline of maritime uses on the central waterfront the Port has been exploring development of its Central Waterfront properties with the following objectives in mind:

- tie to Pike Place Market/downtown/residential areas
- strengthen viable water dependent uses
- enhance Seattle's international commerce
- improve quality of waterfront experience
- promote public/private cooperation
- keep land in public domain
- provide economic/tax benefits to region

Construction is scheduled to begin June 1994. The following development is proposed for the site:

**Open water area** 640 foot breakwater, short stay moorage, harbormaster office

**Pier 66** demolish existing office building and transit shed, rebuild pier structure, build public plaza adjacent to short stay moorage, space for a maritime museum, transit shed to service large fishing vessels, fish processor, retail/restaurant space, Conference Center, and provide space for possible cruise ship terminal

**Alaskan Way** pedestrian improvements to both sides, create special pedestrian crossings of Alaskan Way, East side, double row street trees, provide pedestrian/bike trail

**Bell Street Bridge** a bridge across Alaskan Way providing barrier free and weather protected access between the uplands and waterside elements

**Lenora Street Corridor** partially demolish existing bridge, build new stair and elevator at west end of bridge, additions to bridge to make barrier free

**Uplands** demolish existing structures, construct partial tunnel over railroad, construct office building, construct hotel south of office, construct residential south of hotel between Lenora and Pine parking below all structures

**Anticipated Impact.** Implementation of the Lenora Bridge Streetscape Design will have impact primarily on the pedestrian link between the market and the waterfront. It is estimated that 10.9 million people use the Pike Place Market in a year. Market merchants feel this number is split equally between local, regional, and out of state visitors. The Lenora Bridge between the Market and waterfront will make it much easier for this tremendous pool of Market user/visitors to also enjoy the fruits of the waterfront, such as the Aquarium, the park on Pier 62/63, Waterfront Park, the ferries, the trolley, and in the near future, the Port's Central Waterfront Project which is about to begin construction. While the Lenora Bridge itself will be responsible for this access, the Streetscape Design project will be the first impression market users will have of the bridge. If the Streetscape draws people on, the Lenora Bridge will be much more successful as a linkage.



## Lenora Bridge Streetscape Design Port of Seattle

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### Process for Selection of Designer

#### Selection Committee

The site for the Lenora Bridge Streetscape Design encompasses numerous ownerships including the Port of Seattle, City of Seattle, Pike Place Market Preservation & Development Authority, State of Washington, and surrounding private interests. In addition, there are other interests such as Pike Market vendors, residents, and arts groups that are concerned about what happens in and around the market. The Port intends to form a committee for selection of the project designer as well as continued oversight during the design process. All of these varied interests will be offered a place on the committee.

#### Criteria

It is anticipated that the selection committee will have strong feelings about the selection criteria and development of these will be the committee's first task. It is likely that the following will be included in their list:

- Sensitivity to the situation and location of the project
- Ability to solicit and process input from various interests
- Demonstration of creative and imaginative solutions
- Ability to successfully complete projects
- Presentation of ideas
- References

#### Solicitation

The search for a designer will be advertised nationally. It is likely that designers not familiar with Seattle will team with local design professionals.

Lenora Bridge Streetscape Design  
Port of Seattle

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**Plan for Implementing Barrier-Free Design**

The design solution for the Lenora Street Bridge will comply in all aspects with the Uniform Federal Accessibility Standards dated April 1 1988 or applicable revised standards in effect at the time of construction

The intent of the project is to provide an accessible exterior public route of travel from the Pike Place Market (at the level of Elliott Avenue) to the waterfront (at the level of Alaskan Way)

An accessible route will be provided by means of exterior public elevators and ramps

Lenora Bridge Streetscape Design  
Port of Seattle

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**Letters of Support**

**Mayor of Seattle**

**Peter Steinbrueck & Associates**

**Pike Place Market Preservation & Development Authority**

**Seattle Arts Commission**

**Seattle Design Commission**

Office of the Mayor  
City of Seattle

Norman B. Rice, Mayor



December 9, 1993

Design Arts Panel  
National Endowment for the Arts  
Information Management Division DAP 8th Floor  
Nancy Hanks Center  
1100 Pennsylvania Avenue Northwest  
Washington DC 20506

Dear Design Arts Panel

I would like to convey my support of the Port of Seattle's application for a grant from the Design Arts Program of the National Endowment for the Arts. The Lenora Street Bridge presents a tremendous opportunity to connect the Pike Place Public Market with the central waterfront. An imaginative design for the "entry" to the bridge from the Market would enhance this connection.

A major goal of the Port of Seattle's Central Waterfront Project is to tie the Market to the waterfront. The Port has worked extensively with City of Seattle staff to develop guidelines to ensure these connections happen at the Lenora Street Bridge. I heartily endorse this application for the National Endowment for the Arts funding for a design that will strengthen the project.

Sincerely,

  
Norman B. Rice

cc Jim Diers, Director, Department of Neighborhoods  
Dorise Hunt, Department of Neighborhoods



**Peter Steinbrueck & Associates**

9 December 1993

Re Port of Seattle Central Waterfront Project  
Lenora Street-end Art Design Study

To Whom It May Concern

I am writing to express my strong support for the inclusion of a art design study as part of the Port of Seattle's Central Waterfront Project Lenora Street-end linkage. The Port recognizes the vital importance of re-uniting Seattle's downtown with its vibrant waterfront through the waterfront. The Lenora Street-end and bridge artifact offers a unique and challenging urban design problem which is deserving of a creative and artistic solution. The early integration of the design arts into this project is needed to transform a hard and somewhat hostile existing environment to a new pedestrian passage to the waterfront that will be used and enjoyed by thousands.

NEA funding will make possible the introduction of an artists concept at the crucial stage of design development where the artists influence can be most effective for this important public work. I urge the NEA to support this excellent purpose.

Sincerely Yours,

Peter Steinbrueck

December 2, 1993  
Duncan Kelso  
Facilities Development and Management  
P O Box 1209  
Seattle, WA 98111

Dear Mr Kelso.

I would like to take this opportunity to commend the Port of Seattle on their Central Waterfront Project and specifically the study to reconstruct and revitalize the passage way from the Waterfront to the base of Lenora street as a connection between the Waterfront and the Market Historical District

I believe that changing the "austere" image of the present termination of Lenora Street under the viaduct and establishing a link between the Waterfront and the Market will enhance pedestrian traffic, especially in the summer months and reinvigorate the far end of the Historic District and the commercial area to its immediate north

We have been trying to do the same type of project on a much smaller scale within our own parking garage (park art) in order to make these kinds of areas more appealing and safe I believe that any major art work, landscaping, lighting, and re-inventive street design will do nothing but improve the area under the viaduct at Lenora Street

Good luck with the project We will cooperate with you however we can to make this a reality

Sincerely,



Bob Squaglia  
Operations Director, PDA

cc Shelly Yapp  
Design Arts Panel, NEA



Preservation & Development Authority (PDA)  
65 Pike St. Room 300 Seattle Washington 98101 12061682 7453  
FAX 12061625-0646

312 1st Avenue  
Seattle WA 98  
Ph 206 684 7  
Fax 206 684 7



Mayor  
Norman B. Rice  
Executive Director  
Wendy Cecche

Wendy Clark  
Design Arts Division  
National Endowment for the Arts  
Nancy Hanks Center  
1100 Pennsylvania Ave NW  
Washington DC 20506

Dear Wendy,

I am writing to support the Port of Seattle's application to retain a designer for the Lenora Bridge art/streetscape design. Lenora Bridge is a critical piece of Seattle infrastructure joining Pike Place Market to the waterfront. The Port has shown its commitment to improving this link through the commission of the Central Waterfront Project and the enhancement of the Lenora Bridge is an essential part of its development.

The Seattle Arts Commission wholeheartedly supports this application and we look forward to contributing to the evolution of the project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Barbara Goldstein'.

Barbara Goldstein  
Public Art Program Manager



# Seattle Design Commission

December 9, 1993

Orman B. Fite  
Mayor

Dennis Hastert  
Chair

Cecilia Alvarez

George DeBorja

Henry H. Jones

Yoshiko

David Robertson

Gail S. Satter

Joy Taylor

Jacqui Spore  
Secretary Director

National Endowment for the Arts  
Design Arts Program  
Nancy Hanks Center  
National Endowment for the Arts  
1100 Pennsylvania Avenue, N.W.  
Washington, D.C. 20506

Re: The Lenora Bridge Streetscape Project

Dear Design Arts Panel Members:

The Lenora Bridge Streetscape Project offers a unique opportunity to explore the issues and opportunities of the pedestrian in our contemporary urban environment. Seattle is in the process of rethinking the nature of mobility. The City is currently developing a new Comprehensive Plan which places emphasis on how people move to their homes, work, school, errands, and recreation without dependence on the automobile. The Lenora Bridge can provide an important connecting piece of the pedestrian network between the Downtown, Denny Regrade, Pike Place Market, and the Central Waterfront and serve as a model for creative solutions.

Projects such as the Lenora Bridge Streetscape Design would enable a multidisciplinary design team to develop a solution to the difficult design problem posed by the austere, unfriendly character of the east entry point to the bridge. The solution must deal with the visual and acoustical aspects of this intensely urban site, issues of both real and perceived personal safety, wayfinding solutions for City residents and a vast array of tourists, all while respecting the historic character of the bridge and Pike Place Market. Clearly a potential model for city officials, design professionals, and citizens on the opportunity to design workable solutions.

The Seattle Design Commission has been actively involved in design review of the Port of Seattle Central Waterfront Project including the linkages between the waterfront, Pike Place Market, Denny Regrade, and downtown. The Commission



has been strongly supportive of both the public benefits and design excellence of the project. The Commission lends its enthusiastic support to the Port of Seattle application for the Lenora Bridge Streetscape Project.

Sincerely,

A handwritten signature in black ink, appearing to read "Marcia Wagoner", with a long, sweeping horizontal flourish extending to the right.

Marcia Wagoner  
Executive Director

cc: Duncan Kelso