

NOTES FROM THE APRIL 23, 2015 COLONNADE FIRST PUBLIC MEETING

Drafted by Emily Griffith; edited by Chris Leman

The workshop was held on a Thursday at the Agora Conference Center (1551 Eastlake Avenue), with 17 volunteers in attendance. The Colonnade study area is 20 acres of WSDOT land, of which 7.5 acres is currently under lease to the Seattle Department of Parks and Recreation.

General Comments:

- Include elements that appeal to all age groups from children to older adults – range of passive and active elements
- Seating to take advantage of viewing opportunities – views out over the lake, skate and or bike areas
 - o Availability of parking is a concern – users from outside immediate walking or biking distance have very limited parking options. Suggestions to (a) explore restricted zone or time-limited parking implementation on at least one side of Franklin Ave E.; and (b) explore Alexandria about sharing opportunities for some parking spaces they lease from WSDOT.
- Address concerns of safety/feeling welcome in the space
- Adjacent programming uses should be compatible
 - o Concern over bike trick areas startling dogs – position commuter trail to buffer these two uses?
- Consider multiple funding sources and input sources
- A “Friends of” group could help with funding from City sources and maintenance concerns
- Add a second stairway to pair with the Howe St. steps, creating an exercise loop
- Discuss possibility of restrooms/portaloos
 - o Demand is there and growing
 - o Potential for abuse--many barriers to success with this one

Connections through Colonnade:

- Add wayfinding signage – information within the park and connections through it
- Blaine St. access is too steep – universal access is a concern as is the connection from here up to Lakeview Blvd.
 - o Stairs would help and create more gathering opportunities
- Add landings or expand existing landings along the Howe St. steps
- More east-west connections crossing I-5 such as a second stairway
- East-west connections could be sited to maximize transit access
- Placing commuter trail along access road would be ideal since the grade is already pretty consistent

Lighting:

- Determine placement of programming elements based on their lighting needs to minimize light leaving the park
- Lighting skate park and biking areas would draw more users
- Incorporate colorful lighting to activate space?

Off Leash Area:

- Replace the drain rock surfacing – it is a deterrent to dogs and dog owners alike
 - o North and south areas have already been replaced with crushed granite
- Lack of lighting and activation of the site are a concern for dog park users
 - o Increasing use of other parts of the park will help all user groups feel like they belong
- The fence is too low, thrown balls often end up in the blackberries
- Increase visibility of the dog park from the street for security and to attract users
 - o Art piece to increase visibility?
- Investigate turning water back on – is it only off seasonally?
 - o There was use also by “outdoor residents” so it may have been turned off by the city to curb use
- Possible relocation of the dog park? If the drain rock is too much of an issue it could become a skate park section and the off leash area could move?

Bike Features:

- The dirt and surfacing along the bike track is very dusty and dry – other surfacing/ways to keep dust down and forms of bike features intact?
 - o Evergreen Mountain Biking Alliance has a chemical compound that keeps features intact better
 - o Different dirt? Lower Woodland Park had different dirt brought in that compacts better and there may be more that could be dumped here
- Bike trials area is currently unused – could be allocated to another use
- Pump track gets a lot of use and needs to be redone
 - o possible tie-in to dirt jump area replacing current phase 2 jumps
- New features could use materials that are easier to maintain and are more attractive to current bikers
 - o wood is not an ideal material for use of features or maintenance
- Expanding the beginner trail is an option, more features for all skill levels
- Cross-country biking is not as popular in the city – dirt jumps more likely to be used
- Covered, lit biking spaces are lacking in Seattle – would attract many users
- Bike features need consistent maintenance – who will be maintaining these features is a major consideration
 - o Existing culture of stewardship within the bike community

Skate Features:

- Grindline has worked under bridges a lot
- Create features for all skill levels
- Features intended to be shared between skating and biking
 - o Many examples of skaters and bikers respectfully sharing spaces
- Covered, lit skate spaces are lacking in Seattle – would attract many users

Art:

- Palm tree art installation – discussion with artist to adapt lighting to more helpful timing?
- Definite interest in how art can activate the space
- Possible art -
 - o Columns painted
 - o Rotating art installations
 - o Lighting art installations
 - o Evolving installations
 - o Street art incorporated
 - o Use of sound to draw people in
 - o Water feature
 - o Way to include Cornish