Seattle
Design
Commission

Department of Planning and Development

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REVISED

MINUTES OF THE MEETING

15 July 2004

Convened: 8:30am

Adjourned: 5:00pm

Projects Reviewed

Fire Station 10 Replacement Project
SR 520 Improvement Project
Planning Division Update
Van Asselt Community Center Expansion
Cascade 1 (Richmond Laundry) Skybridge
Magnolia Bridge Replacement Project
Kubota Gardens—Crew Quarters and Parking

Commissioners Present

David Spiker, Chair
Frances Nelson
Iain Robertson
Nic Rossouw
Sharon E. Sutton
Tory Laughlin Taylor

Staff Present

Guillermo Romano
Layne Cubell
Tom Iurino
Carrie Duncan

15 July 2004 Project: **Fire Station 10 Replacement Project**
Phase: Pre-Design
Previous Reviews: None
Presenters: Dove Alberg, FFD
Ed Weinstein, Weinstein A/U
Teresa Rodriguez, FFD
Attendees: Lee Belland, DOF
Milton Won, Weinstein A/U
Jon Mihkels, Weinstein A/U
Richard Yancey, Weinstein A/U
Barbara Culp, Bicycle Alliance of WA
Julie Meredith, WSDOT
Ellen Hansen, FFD
Pirayeh Long, URS Corp.
Brian Mills, SFD
Steve Brown, SPD
Beverly Barnett, SDOT

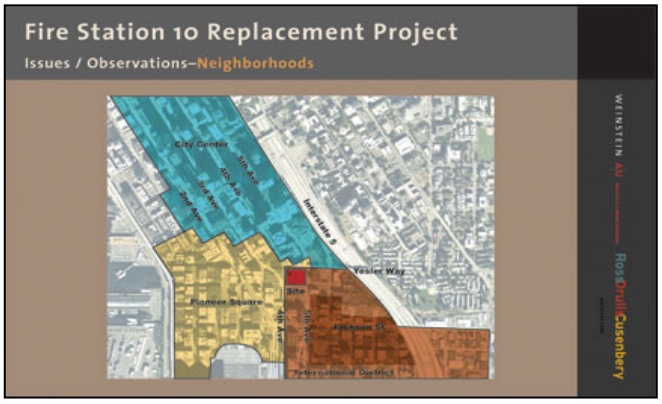
Time: 1 hour (SDC Ref. # 221| DC00334)

Action: The Commission thanks the proponents for coming at this early stage in the design process, and would like to make the following comments and recommendations.

- **Appreciates the depth of the site analysis of this complex project, and the degree to which the proponents have looked at the program and building functions, and the surrounding context;**
- **Supports the intention of not designing a bunker and being realistic about security needs without overindulging;**
- **Hopes that the City will not see a design that heads toward the extreme of being threat-driven, but rather one that is threat-aware;**
- **Sees the project as a model for many future buildings of this type, and favors a creative approach that integrates a secure building in its context without detracting from the neighborhood fabric;**
- **Strongly supports using the site in a way that will support high-density housing in the area;**
- **Encourages the proponents to avoid creating a sea of parking on the site, to keep with existing street patterns, and to anticipate restrictions or impacts on adjacent uses;**
- **Encourages proponents to create a symbolic building that indicates its importance to the city, whether that be through a tower or some other icon;**
- **Asks that design principles be developed that address the extraordinary security and operational requirements in relation to the urban design requirements;**
- **Recommends approval of pre-design.**

The Fire Station 10 Replacement Project is the second project in the city's Fire Facilities and Emergency Response Levy. The team will return in August with a briefing on the entire levy program.

The project calls for the co-location of three critical facilities: Fire Station 10 Operations, the Fire Alarm Center (911 Dispatch Center), and the Emergency Operations Center. Fire Station 10 Operations function will be relocated from Fire Station 10 in Pioneer Square. However, the administrative headquarters will remain at its existing location at 2nd and Main in Pioneer Square. Fire Station 10 is currently located in a soil liquefaction zone, which impairs disaster response. The Fire Alarm Center and the Emergency Operations Center are currently located in Fire Station 2 in Belltown, but the building is not suited for seismic retrofitting up to current standards. The total building covers 59,600 sf, with 44 on-site parking spaces.



Site Location and Neighborhood Context

All new facilities will provide "essential facility" performance standards with post-disaster stand-alone capacity. The Fire Station 10 Operations function will provide a building structure outside the soil liquefaction zone, additional apparatus bays, areas for the hazardous materials response crew, sleeping areas and living quarters for other crews, and room for additional safety equipment. The Fire Alarm Center will provide a structure with an expanded dispatch area with room for training new dispatchers, and additional amenities for crews such as sleeping quarters and exercise facilities. The Emergency Operations Center will serve as the seat of government during and after a disaster. The building will be a high security facility against terrorist threats, will be equipped with state of the art communications technology and additional room for communication infrastructure, expanded operations room with space for all emergency responders, expanded facilities for media and media production, and an expanded radio communications center. The project is operating on a fast-track schedule. The team is hoping to pursue design between August of 2004 and August 2005, begin construction in the fall of 2005, and have the project complete and occupied by mid-year 2007.

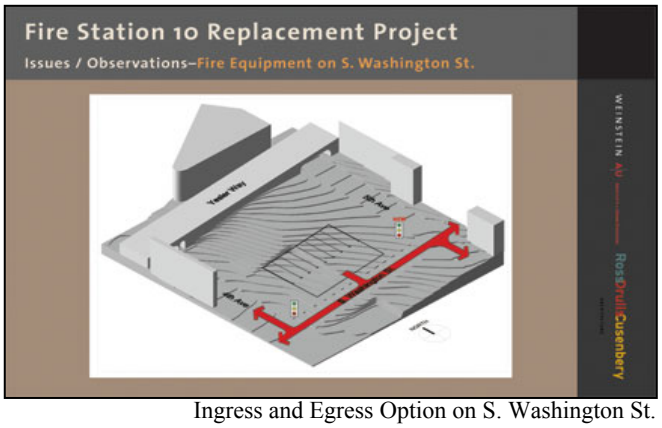
The team is hoping to involve the residents of Chinatown-International District, and Pioneer Square in the design process. The team met with them in January 2004 to inform them of site acquisition, and have had on-going contact with them since.

Site selection came from pre-planning for the Fire Facilities and Emergency Response Levy 16 months before it appeared on the ballot. An interdepartmental team looked at the entire fire system relative to current facilities and emergency preparedness for the City, and assessed the type of facilities that could be needed to cope with emergency response and locate needed improvements. Five sites were considered for this relocation project, and siting criteria were driven around operational needs for the three different functions. Site selection focused on response time for the fire station, the location of the Emergency Operations Center relative to City Hall, soil liquefaction issues, and being able to expand current facilities.

Project challenges include:

- Critical operational adjacencies;

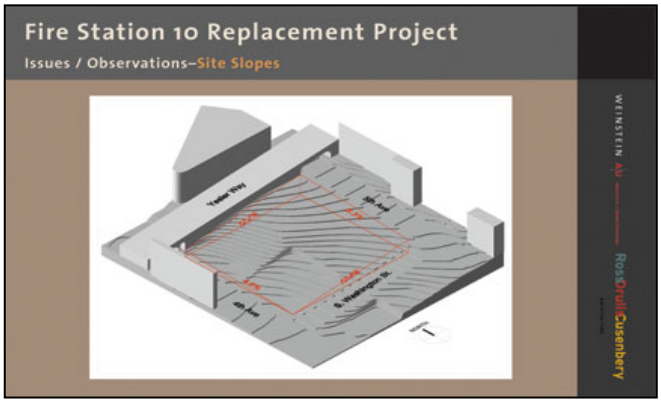
- Project construction to "essential services" standards: has to have certain electrical and mechanical systems, structural requirements, and needs to be in operation soon after a natural disaster or terrorist event;
- Vehicular and apparatus site circulation: site ingress and egress;
- Site and building security requirements: will affect stand-offs and circulation where automobiles and people can access the building, and landscaped elements that will be used for protection of the facility;
- No tower requirements: there will not be an iconic fire station tower;
- Equipment maintenance requirements;
- Parking "tidal pool" effect: operational requirements will need to accommodate large flow of staff and media into and out of the site.



Ingress and Egress Option on S. Washington St.

The approach the team has taken is referred to as the "Outside-In and Inside-Out Simultaneously" approach, and gives simultaneous consideration of the challenges and imperatives of the site:

- Unique site location: the site lies at the intersection of three neighborhoods. Each has a distinct architectural style, history, and culture. The challenge is to design a facility that will fit harmoniously and appropriately into the context, but won't mimic the architectural character of any one district;
- Challenging topography: functional challenges to the organization of the building;
- Three distinct organizations located on one site: the facility will be used by Fire Station 10, the FAC, fire station, and the EOC;



Site Slopes

- Functional response to the street network;
- Specific program imperatives;
- Co-location, shared-use, or independent facilities;
- Consensus building between project constituents;
- Design for sustainability and cost effectiveness.

The site is located to the south of the Yesler Way Viaduct between 4th and 5th Avenues, with the south edge on Washington Street, at the nexus of the City Center, Pioneer Square, and the International District. The design team is working on issues concerning building materials, and is working to design a building

that deals with the 26 foot grade separation and how the Fire Station vehicles will handle ingress and egress. The site is bounded by 5th to the east, which operates as a one-way street; and 4th to the west, which operates as a main arterial that brings people into the CBD. Yesler Way bounds the site to the north, and a connection to 3rd on the southwest corner of the site carries heavy traffic. The Fire Station site program calls for the implementation of public open space, and will connect other parks and terraces in the tri-neighborhood site.

To the east, the team is faced with stand-off requirements from Yesler, as the site is 26 feet below grade on both western corners. A 7-story apartment building can be seen to the east, as well as the steel of the Yesler Viaduct to the north. Looking north on 4th and 5th, one can see the build-up of topography and the rise of buildings into the CBD, where the Yesler Viaduct acts as a "portal" into and out of the city. Strong pedestrian connections into Pioneer Square can be seen when looking west down S. Washington Street, and the neighborhoods to the east should continue to evolve into housing districts.

The topography of the site demonstrates the challenges that proponents have when attempting to accommodate a complex program. The gradients are of note: under 5% on 4th Ave, 10.6% on S. Washington, and 6.3% on 5th Ave. These percentages have implications on the Fire Station apparatus bays and the apron. The footprint shows 8 vehicle bays and an apron, so access and egress to the site without obstructing traffic is imperative. 4th and 5th Avenues are arterials that can carry heavy traffic during peak hours. S. Washington Street would be the best possibility for access and egress to and from the site. The gradient is better on 4th, but traffic is heavier on 4th and 5th. Hybrid designs show a rotation of the apparatus bay and the apron in the middle of the site with access and egress on 4th Avenue.

Key Commissioner Comments and Concerns

- Inquires about the percentage of the site that will be building.
    - The site is approximately 63,000 sf with an FAR of 3. Proponents will be building approximately 60,000 sf with a possibility of three to four stories. The proponents will return with creative concepts for how standoffs will be used to provide security for the building, but still be accessible and inviting for the public. Certain portions of the building—the FAC and the EOC—will have significant amount of open space, and standoffs of 20 feet.
- Asks if any fire station has ever had drive-thru bays in which one would enter through the back and leave from the front.
    - Proponents state that that option would be the preferred alternative because it minimizes the turning and backing-up of the vehicles, but is nearly impossible due to grade differences.
- What is the analysis on Yesler, and why can that not be engaged in some way as a secure zone?
    - Proponents stated that the EOC and FAC may be placed along Yesler, but that a 20 foot standoff would have to exist in order to protect the building.
- Stated that the next presentation would be helpful if proponents had design principles—the security and operational requirements—from the inside-out relative to the outside-in.
    - Proponents appreciate the comment and state that developing a table or matrix could help all persons involved to understand those principles.

- What do you do in terms of lobbying grenades from the Fire Station to other buildings in the surrounding context?
    - Proponents stated that the security consultant is analyzing the likelihood of potential threat so the design team can determine tradeoffs, such as environmental quality, sustainability, and public interface.
- Appreciates the last comment because one of the challenges of the project is to create a building that is secure and gives a sense of security over a sense of fear that is often induced by the environment we live in.
- Commends the analysis up to this point. States that the two proposed portals are challenging, but function in a unique way to contextually link the three neighborhoods.
- Asks about the community's resistance to choosing this site.
    - Proponents stated that community members wanted housing on the site. Community members in the Chinatown-International District recognize the importance of this facility, but had been thinking about this site as one that would support housing and a mixed use district. Proponents stated that community members reacted positively to site acquisition, and are willing to accept the Fire Station program.
- Recognizes that the three different levels of facilities may promote three different degrees of security, and may suggest the reason for the hybrid building and allowing proponents to manipulate the open space on the site.
    - Proponents stated that the Fire Station will not be as secure, and can be designed to look and feel more user-friendly.
- Suggests the consideration of an iconic tower or landmark.
- Hopes that the project will not be designed to extremes, and will incorporate practical design methods.
    - Proponents encouraged Commission that the building will respond to existing context.
- Encouraged by presentation in reconciling and enabling the long-term goal to support dense housing, and would like to see proponents strongly support that issue
- Is delighted to see this "hole in the city" filled with something that is much better than what is currently there.
- Concerned that the building is smaller than imagined, and encourages proponents to not surround the site with a sea of surface parking and paving.
- Encourages proponents to analyze the impacts of S. Washington as a point of access/egress, and to determine undesirable urban design implications of the location.
- Encourages proponents to analyze property adjacencies.
- Is encouraged and delighted that the project is being approached as one that is threat-aware rather than threat-driven.

15 July 2004 Project: **SR 520 Improvement Project**
Phase: Courtesy Briefing
Previous Review: 7 March 2002; 16 October 2002; 2 October 2003
Presenters: Julie Meredith, WSDOT
Maureen Sullivan, WSDOT
David Allen, SDOT
Attendees: Jean Gamich, Laurelhurst Community Club
Jonathan Dubman, Montlake Community Club
Tom Bertulis, Madison Park Resident
Barbara Culp, Bicycle Alliance of WA
Chris Leman, Eastlake Community Council
Lyle Bicknell, Montlake Community
Gretchen Hull, Seattle Parks Foundation
Mary Black, Madison Park Resident
Michael Woodland, Seattle Parks

Time: 1 hour (SDC Ref. # 221 | DC00262)

Summary: The Commission thanks the presenters for their presentation, and would like to make the following comments.

- **Appreciates the presenter's willingness to present the Commission with courtesy updates to this crucial project**
- **Welcomes the attendance of so many members of the public and commends them for their dedicated work to make this a better project for our city;**
- **Appreciates that the EIS will be written for the public in a user-friendly manner;**
- **Would like presenters to remember the mantra that a slimmer roadway is better, and reinforced that height and width are also of concern;**
- **Is encouraged by creative thinking about both vehicular capacity and public access;**
- **Appreciates the "topo-appropro" approach to lidding, and would encourage the presenters to prioritize lidding options on the Seattle side where height and density is greater than on the East side;**
- **Supports using Foster Island for both water treatment and environmental mitigation;**
- **Appreciates the creation of better transit connections through the corridor, rather than being exclusively a road-building project;**
- **States that a connection between the UW light rail stations and the Montlake Flyover is crucial;**
- **Is pleased to hear that the 8-lane alternative has been ruled out;**
- **Encourages presenters to look at the human scale and the pedestrian experience both on land and on the bridge;**
- **Encourages presenters to consider proposed pedestrian-bike connections into the community on both sides of the lake and both sides of the bridge, and supports these in principle, but is not prepared to endorse any specific**

proposal.

- **Encourages presenters to keep thinking about how art can be integrated into the project, even at the early stages;**
- **Looks forward to future project updates.**

The presenters have received money from the Nickel Package, which is the $0.5 gas tax that the legislature passed. They have enough money to complete the EIS, to get well under way with design, and for some ROW work. There is not enough money for construction. Presenters are working on moving some of the money from the Nickel Package into the 2005-2007 year to begin the design process. Presenters anticipate having the DEIS issued in June 2005, are working on the required municipal reports to be issued with the draft. Both documents will be more user-friendly, and will focus on the public understanding what the impacts are of a project. Identification of a preferred alternative is projected for summer 2005.

The project team has done all possible project retrofitting, and is currently doing basic facility maintenance. Presenters are currently exploring creative and timely options of making improvements, such as public access and vehicular capacity during peak hours.

Presenters started with 3 improvement alternatives: 4, 6, and 8-lanes. The 4-lane builds the facility with the same number of lanes, shoulders, adds a bicycle and pedestrian path across the lake, would provide standard lane widths, add sound walls, includes electronic tolling, HOV lanes, larger pontoons (pontoons that provide opportunities for high density transit (HDT) in the corridor), serve 3% more people, 7% fewer vehicles, rebuilds transit stops on the flyover, and adds a one-way HOV ramp. The 6-lane alternative difference is the addition of an HOV lane in each direction, which would serve 26% more people and 11% more vehicles. The 8-lane analysis was dropped because it no longer worked through the year 2030 with the traffic growth off of I-5. However, the current study on I-5 may impact changes that can be made to the 8-lane alternative.

FHWA conducted a workshop earlier in the year on accelerated construction, and identified ways to speed up the process by about two years. They identified initial phases of construction, and appropriate contracting methods for design-bid-build. Project issues include new bridge construction touch-down, construction time-frames, and temporary closures. Workshop proponents suggested making the corridor transit-friendly with more stops on the east side, explore options of better integration of bike paths within the lids, and a connection between the UW Link station and the Montlake Flyover. Sound Transit and Metro were asked to study their transit plans, assess funding, and provide an assessment in the east side of the 520 corridor and how they connect with the UW Link station, 405, and I-90. The challenge of this assessment is that all transit plans have different time frames and relationships.

Community roundtables were comprised of two groups, one on the east side and one on the west side of the lake. They worked on concepts on the lid designs, and came up with options that incorporate transit facilities, landscaping, open space, and community connection, and bike and pedestrian paths. The lids will not have ventilation, and will range from 500-600 feet wide. Presenters are seeking a "topo-appropro" approach to lidding, which is a topographically appropriate lid location. Lids are meant to be an enhancement feature, and will not act as a noise-reduction element of the project.

An executive committee made up of elected members formed in the spring, and presenters have had

contact with both a technical committee, made up of environmental agencies and city staff; and an advisory committee, made up of community members. Presenters conducted well-attended open houses in June on both sides of the lake. Issues identified at these open houses were profile changes over Foster Island, and the HOV ramps in the 6-lane alternative. On Foster Island, 520 currently runs at grade, and community members expressed concerns about better treating storm water on the new facility. Their recommendation was a higher profile that sends more water out to the lake, and a smaller amount of water toward the MOHAI area. Proposed profile changes are 50 feet higher than the current 20-25 feet to allow for better passage for the pedestrian-bike trail and a lighter footprint on the park area. In the 6-lane alternative, a design options include flyover ramp connections to Montlake Blvd. Presenters also included that the ramps to nowhere near the arboretum are removed, and the Lake Washington ramp would be consolidated and fly over Foster Island with a lighter footprint on the shoreline.

A local impact committee is made up of three neighborhoods: North Capital Hill, Montlake, and Portage Bay. It is funded was WSDOT and the City of Seattle, and it's purpose is to analyze what the impacts of the expansion of 520 will have on those neighborhoods, and to come up with circulation and traffic plans that will mitigate those impacts. The committee gave recommendations on lid concepts, asked for bicycle-pedestrian path enhancements through the corridor, connections between the Link station and the 520 corridor, and interchange recommendations at I-5.

The cost of the 4-lane alternative is $1.7 to $2 billion, and the cost of the 6-lane is $2.6 to $2.9 billion.

Key Commissioner Comments and Concerns

- States that the presenters did not present figures for the increases in width, and asks if the 4-lane alternative is going to be three times as wide as the current bridge.
    - Presenters stated that the current width is 57 feet. The 4-lane alternative width is 95 feet, and the 6-lane alternative width is 131 feet.
- Are also concerned with the height of the structure, stating a difference of about 20 feet as opposed to the current 10 feet.
- Appreciates the "topo-appropro" approach to lidding, and stated that lids should be placed where they give the maximum benefit to the maximum number of people.
- Suggests that presenters talk with people at the Arboretum about Foster Island being utilized for water treatment, and lidding over the Island instead of raising it 50 feet.
    - Presenters stated that there is a pond proposed at MOHAI, and are hoping that it can fit within the context to resemble a wetland.
- Are glad to hear that vents will not be a part of this project.
- Questions if the replacement project has examined the new facility from a pedestrian scale, and if the bridges connect with the street pattern.
    - Presenters stated that these issues will be addressed in the EIS.
- Is delighted to hear that the EIS will be written in a manner that will be user-friendly and directed toward the public.
- Appreciates the interagency approach to the project, especially recent work with Metro and Sound Transit.
- Wonders if public art and landscaping will be a part of the replacement design.

    - Presenters stated that an opportunity for art and landscaping will come during the design phase.
- Encouraged by WSDOT's approach to making comprehensive transportation improvements through the corridor.
- Encourages presenters to think about the opportunity to create spaces where bicyclists and pedestrians can view and experience the lake from a new floating bridge.
    - Presenters stated that there are some locations where bicyclists and pedestrians will have the opportunity to do that.
- Stated that floating bridge technology has evolved and presenters can create an elegant structure and design.
- Questions the depth of the lake.
    - Presenters stated that it is about 200 feet deep before you get to soil and are able to put down anchors. Current anchors exist, and will be used to anchor the new bridge.
- Would like presenters to clarify traffic capacity goals for the project.
    - Presenters stated that none of the three alternatives were coming close to meeting the demand for moving across the lake, so it becomes a question of balance and attempting to get more people to move to transit. We need to shift the region's thinking about public transportation.
- Points out that traffic in an urban area is often seen as a good thing, and as a sign of health of a region.

Key Visitor Comments and Concerns

- Comments in favor of an analysis of pedestrian and bike pathway connections in the EIS study, and would like to see the path included in the project, especially south of the bridge.
- Recognizes that the Commission has been long-time supporters of the bike and pedestrian paths around the city. Feels that the Commission should urge the City to ask for a study of the plausibility of connecting the bike and pedestrian path with the UW, the Arboretum, and the west and east sides of the lake.
- Wholly supports the bike and pedestrian study. Is concerned with the proposed ramp at 37th Ave E, and suggests the possibility of placing it at 43rd Ave instead.
- Concerned that lids are not included in the 4-lane alternative.
- Encourages presenters to propose a local, sensitive design to mitigate infrastructure, and stated the example of the Merrit Parkway in Connecticut.
- Concerned that the Portage Bay Viaduct, as currently defined in the proposal, is 9 lanes due to the extension of HOV lanes to I-5. Would like presenters to study this more.
- Encourages the Design Commission to be visionary and to advise the Mayor and City Council on what best serves the City in this transportation project.
- Points out that the Local Impact Committee is encouraging the WSDOT EIS to study the bike and pedestrian connections from 520 to Madison Park. Stated that WSDOT will only include this study in the EIS if it is requested by the City. Urges the Commission to push this request.
    - Presenters stated that City Staff has recommended not to include the aforementioned because of view and shoreline impacts. Presenters also stated that there is no existing bike and pedestrian path to connect to.
- Announces that the Eastlake Community Council Board of Directors has endorsed the proposed trail connection from the new SR 520 bike-pedestrian pathway south to landfall in the Madison Park area.

- Requests that the Commission invite the Mayor and City Council to ask that WSDOT study the trail connection in its SR 520 EIS.
- Commission Chair concludes the discussion by making two points: First, the Commission needs to know more specifics on the proposal for the bike and pedestrian connection, and second, in principle supports improved bike and pedestrian connections in the City.
    - Presenters stated that they will send the City staff recommendations and will notify DC staff about timing for a meeting with the Mayor's office at which a decision about pedestrian connections will be made.

15 July 2004 Project: **Planning Division Update**
Presenter: John Rahaim, Planning Director, DPD

Time: 1 hour (SDC Ref. # 220 | DC00322)

Summary: The Commission appreciates the update on Planning Division activities.

Two big transportation project updates are of note:

- The Monorail Project: Hoping to have draft Station Area plans by the fall.
- The Waterfront Plan: Staff has set up IDT groups to look at focus issues—urban design, economic development and implementation, transportation, community and neighborhood, and environment. These groups will be pulling ideas together, as well as those presented in the charette, and presenting them to the DPD Advisory Team that will begin meeting in September. Concept plans for the Waterfront will be ready for presentation to the Mayor in January.

The Waterfront Plan is not funded past the Concept Plan phase of the project. The Division hopes to form a partnership with other interested parties to raise some outside funds to be able to do the plans next year. Some IDT group meetings will not begin for a few more weeks, but the economic development and implementation group will be looking at available mechanisms for project achievement—basic rules and on-going accordance that will coordinate public and private investment. This will enable the City to establish a public plan, and then set up rules for private development.

The 2005-2006 budget is a challenge because of the City Light decision, low sales revenues, maintenance, and the costs of new buildings. As a result, the Division has had to un-fund two positions. However, Washington State Ferries will help fund a new person to help implement a portion of the Waterfront Plan. The current draft of the budget calls for a small reduction in the non-labor Design Commission budget. This does not affect staff, but may influence brown-bags, workshops, etc. The Division made a voluntary decision to take more cuts than needed as part of a strategic plan to focus on areas of higher priority.

The Planning Commission will be sponsoring a roundtable with City staff in late August to get engaged in the City Center Strategy. There will be a series of public speakers related to the Center City Strategy in September and October. The public release of the Strategy is anticipated for late November. The concept is going to be based on increasing height and density in the office core area and increasing incentives for housing given that downtown has a 10-year supply of office space and the difficulty of developing anything but up-scale condos in the Denny Triangle. The idea is to understand what it takes to develop reasonable market-rate housing downtown.

July 15 Commission Business

ACTION ITEMS	A.	TIMESHEETS
	B.	MINUTES FROM 15 APRIL AND 6 MAY—TABLED FOR FUTURE DISCUSSION
DISCUSSION ITEMS	C.	NEW EXECUTIVE DIRECTOR REPORT—ROMANO
	D.	PUBLIC OUTREACH--IURINO
	E.	VIADUCT BRIEFINGS—CUBELL
	F.	OUTSIDE COMMITMENTS—CUBELL
ANNOUNCEMENTS	G.	FAREWELL PARTY FOR MARTY CURRY—JULY 22ND, 3:30-5:30 PM
	H.	MAYOR'S RECEPTION FOR BOARDS AND COMMISSIONS—AUGUST 17TH, 5-7 PM, LOCATION TBD
	I.	DESIGN COMMISSION SITE TOURS—SEPT 9TH, 8:45 AM-2 PM

15 July 2004 Project: **Van Asselt Community Center Expansion**
Phase: Concept Design
Previous Reviews: None
Presenters: Ron Wright, Ron Wright and Associates/Architects
Attendees: Dan Johnson, Seattle Parks
John Marshall, Seattle Parks
Jorge Barrero, Ron Wright and Associates/Architects

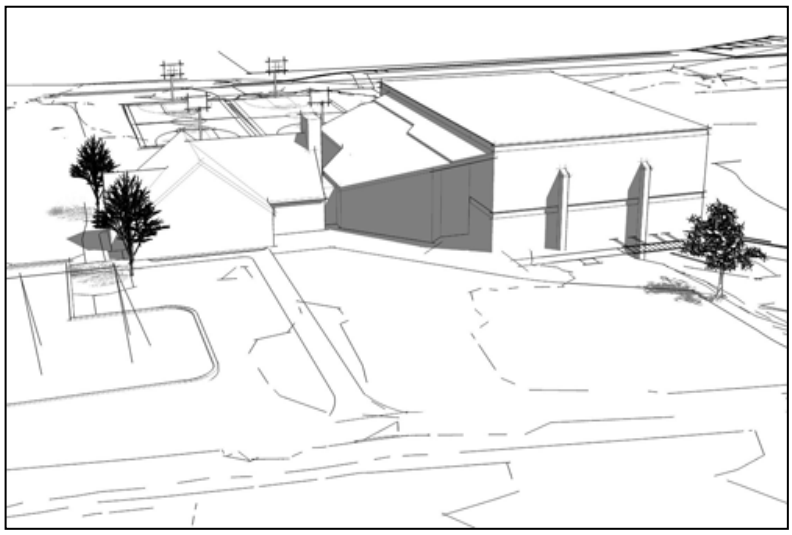
Time: 1 hour (SDC Ref. # 169 | DC00335)

Action: The Commission appreciates the opportunity for early feedback, and would like to make the following comments and recommendations.

- **Appreciates the early chance to review this project, and the early involvement of an artist;**
- **Recognizes the extraordinary challenges of the project: with a lot of givens, a very carved-up site, with a lack of street presence, a disconnection between the lower and upper fields of the site, a movable play area and basketball courts, and the price increases since the project began;**
- **Sees three levels of challenge: the site, the architectural design, and the funding of the project;**
- **Urges the proponents to begin by creating a long-range vision for a Master Plan, but one that can also work at the architectural level and identifies options for the short-term;**
- **Would like to see a clear architectural strategy that serves as the glue for the project that cannot be eliminated, and at the same time a coherent site design that makes the site into a more usable piece of landscape;**
- **Encourages proponents to develop a three-dimensional wayfinding scheme that makes the circulation in and through the building and site more pleasant, whether by using geometry in the way you approach the landscape or streetscape design, or in the way the skylights or roof design make the building read as an element you can approach and move through;**
- **Encourages proponents to create more of a "THERE there" with the building, and go beyond connecting the dots to make a place inside the building where you can stop and be;**
- **Does not believe the concept design is moving in the right direction;**
- **Would like proponents to proceed with the design process, but would like to see it at the earliest possible time with a cohesive site plan and architectural strategy.**

The project was funded in 1999 by the Community Center Levy, which provided $3.9 million for an expansion of this project. The project will total 9,000 sf, which will double the size of the existing facility. A significant portion of the existing building is slated to be removed; there is an addition of 6,000 sf of new area, and an expansion of the gymnasium. Proponents are attempting to achieve LEED certification, though the project was issued prior to the program. One component related to the LEED program is the analysis of potential storm-water retention on the site. Issues related to the project include funding, and design of a complex site.

The site is located near New Holly Park. The site is linear, with baseball diamonds, and grass fields. The gym straddles a line of 10 feet of grade change, with the community center located on the upper portion. Parking is accessed from 28th Ave. There are two existing outdoor basketball courts, fenced tennis courts, a wading pool, field house, and play area. Mature landscaping exists to the south, with primary site access to the north. The project team's goal is to coordinate the functions located around the gym with those on the western end of the site, and to increase connections between these two areas. Community members have objected to the current location of the basketball courts, so proponents are open to exploring options for relocating the courts. The current proposal, however, keeps the courts, parking, and play areas where they are, and expands the gym west as far as necessary in order to meet design requirements.



Perspective Rendering of Existing Site

Holly Park, a non-athletic-related community center, a library, a small commercial district, a police station, and an elementary school surround the site. The main pedestrian access points are along Beacon Ave S and South Myrtle Street. There is not a way of accessing the gym from the parking lot.

The existing gym is an existing CMU box, vertically stacked, non-insulated, and un-compliant with ADA code. Challenges will include placement of an impact-resistant skin on the building, providing insulation to meet code, and meeting design requirements under the current budget.

Program items include a main entry with reception counter, a lounge area, a large dividable multi-purpose room with an adjoining kitchen, a game room, gym expansion, bleacher space, restrooms, two family changing rooms with showers, offices, and a large after-school daycare. The new Community Center will offer activities such as teen camps, classes, after-school programs, community meetings, senior programs, and weddings or wedding rentals, as well as the existing recreational activities. From the program, proponents came up with a schematic plan that includes entrances on both side, and a central square that acts as an observation point within the facility, a potential arcade, and a connection to the existing gym in a vertical circulation area.

Proponents have begun on mapping the form and massing of the project. One of the notions is to come back with materials that respond to the brickwork of the old facility. Another notion is to attempt to bring out the community space in the design and representing it as an important element of the expansion. Proponent's graphics shows possible massing and roof designs. Proponents are seeking a clean design that has a sense of purity, but is durable and will last a long time.

A Project Advisory Team (PAT) has been appointed by the Superintendent, and will meet during the design phases. The team is made up of representatives of key stakeholder groups, and is intended to facilitate sustained and balanced participation, and provide recommendations on the design of the gym. The PAT public meetings will review project scope, budget, schedule, recent accomplishments, and upcoming tasks.

Key Commissioner Comments and Concerns

- Encourages proponents to consider putting the addition of the entry further west to serve as an entry plaza off the parking surface.
- Questions how the daycare in the Community Center will be different than what is already located at New Holly.
    - Proponents stated that this will be after-school, drop-in daycare, ages 5 and up.
- Feels that the key issue is wayfinding, with a strong connection to the entry point that will root the building to the site.
- Asks what money is allocated to the project, and what additional funds might augment the project.
    - Proponents state that the entire budget for the project is $3.924 million, and that outside grants may come through parks supporters such as the Sonics, the Green Power Program, Seattle City Light, Seattle Public Utilities.
- Encourages Parks to continue seeking creative financing options.
- Asks proponents to explain the overall design approach and intention.
    - Proponents stated that the design approach to this point has been done by bubble diagrams and quick drafts.
    - Proponents stated that the premise behind the design has been the idea of a pinwheel, where a central hall or gathering space is central and the rest of the pieces of the site fall into place.

Schematic Plan

- Is disheartened to hear how much money the proponents will need to retrofit the building and the site. Suggests that the first place to invest additional money is in the creation of a Master Plan.
    - Proponents stated that there have been efforts of long-range planning that have gotten the site to where it is now.
- Suggests a reworking of the plan and minimizing openings and entries, but making them visible from the outside.
- Feels that the basketball played on the courts at night should be seen as a success rather than a

nuisance, and suggests that proponents look at how that can be facilitated and celebrated.

- Asks is there is an artist involved.
    - Proponents stated that Aaron Powers was selected, has met with the community, has been to the site, and is entering his contract with the Arts Commission.
- Questioned if proponents have looked at other LEED elements, such as natural daylighting, etc.
    - Proponents have gone through an entire preliminary LEED review, and stated that all creek elements on-site will be under analysis for daylighting.
- Suggests that proponents articulate the spaces in the design available for socializing, sitting, etc.
- Encourages proponents to develop a larger Master Plan; a design parti that is strong, simple, and clear; and design principles that incorporate all the elements of the site.

15 July 2004 Project: **Cascade 1 (Richmond Laundry) Skybridge**
Phase: Skybridge Proposal—Follow Up
Previous Reviews: 03 June 2004 (Skybridge)
Presenters: John Savo, NBBJ
Glenn Easley, NBBJ
Attendees: Phil Fujii, Vulcan Inc.
Charlie Laboda, Vulcan Inc.
Julie Carpenter, SDOT
Nonila Jimenez, SDOT

Time: 45 minutes (SDC Ref. # 170 | DC00332)

Action: The Commission thanks the proponents for returning with the skybridge details and an update on materials, and would like to make the following comments and recommendations.

- **Would like proponents to consider either the industrial wharf or gang-plank idea, as well as more creative options for how the bridge can be lit;**
- **Recommends approval of the design and of the skybridge proposal.**

The proponents presented the Commission with the skybridge design, and the context of the bridge relative to the site. The team took the action from the last meeting under consideration for this design. The location of the bridge is mid-block, and rises from the 3rd story of an office building to the roof deck of the building across the alley.

The idea behind the design is to create a simple, minimal structure, and to express all connections. The bridge will be a dark grey painted steel structure, with Ipe wood decking to match the roof deck and surrounding landscaping, and poly-glass panels for bridge siding.

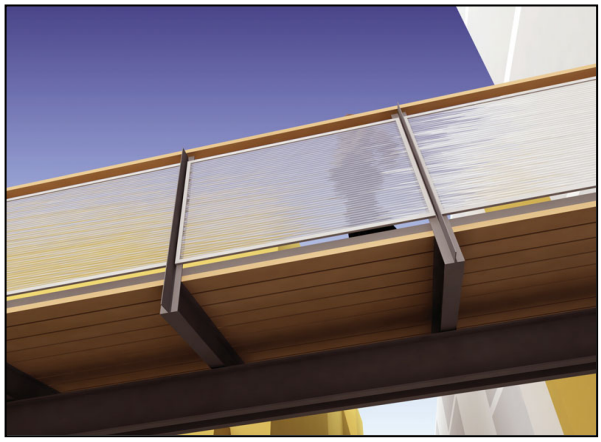
The width of the bridge is 30 ft, and spans across the 20 ft width of the alley. Bridge height ranges from 18 to 25 feet. Because of the elevation differences, one side of the bridge meets the building with a slip connection, as opposed to a wharf or gang-plank connection. The bridge slopes at a 1:12 ratio, with a 5 ft landing on either side.

Bridge Span across Existing Alley

The team struggles with how best to address lighting scenarios. Proponents discovered that the previous lighting scheme was too expensive, and is now considering either mounting fixtures on the bridge walls that would light the deck, or draping lines across the alley with glowing fixtures that would shine over the bridge. An artist is involved in the project, and the team is considering engaging her in the design of the lighting scheme.

Key Commissioner Comments and Concerns

- Asks why proponents chose to use the poly-glass instead of an industrial steel mesh panels.
    - Proponents stated that their intention was to create an opaque surface, and to carry the material over into other pieces of the project. The poly-glass offers a bit more security, and costs $1.65 a sf. Proponents stated that vandalism and deterioration might be issues.
- Misses the idea that the bridge acts as the lighting over lighting the bridge.
    - Proponents stated that the original scheme got too complicated, causing the team to look for other options that would fit well within the budget. They would like to point out that even with a new lighting scheme, the poly-glass will reflect the light from above.



Bridge Rendering with Poly-Glass Panels

- Suggests putting the lighting on the stantions.
    - Proponents stated that a lighting scheme may be able to incorporate fixtures that will broadcast light out to the sides.
- Encourages the team to look more at exposing the attachments to the side walls.
- Likes the idea of two different types of connections, and encourages the team to reflect those attachments in simple ways.
- Asks about the surfaces in the alley.
    - Proponents stated that there is colored concrete, a water feature, various patterns, and a grove of timber bamboo.
- Is hesitant of the idea of timber bamboo, and how well the plant will do in the alley.

15 July 2004 Project: **Magnolia Bridge Replacement Project**
Phase: Concept Design Update
Previous Review: 17 October 2002 (Pre-design), 17 April 2003 (Concept Design)
Presenters: Kirk Jones, SDOT
Lesley Bain, Weinstein A/U
Attendees: Sarah Brandt, EnviroIssues
Mark Brower, KPFF
Katharine Hough, HNTB
Anthony Katsarus, Shapiro and Associates

Time: 1 hour (SDC Ref. # 169 | DC00290)

Action: The Commission appreciates the update on this important piece of infrastructure in Seattle, and would like to make the following comments and recommendations.

- **Appreciates the continued study and in-depth analysis of this complicated site where a number of forces are at work;**
- **Remains concerned about the general impact and placement of a new elevated viaduct structure or two, as in the case of Alternative C, and the visual and physical impacts of that on the Interbay and waterfront area;**
- **Remains convinced that the use of the solution that would involve maximum use of surface moving, and the potential use of Thorndyke to rise up the Magnolia bluff should be explored and would be a preferred solution;**
- **Appreciates the suggestion of developing a public edge on this particular infrastructure, but remains concerned about the ability to carry this out in the existing industrial context;**
- **Recommends a solution that is direct, simple, and provides the least visual impact on the waterfront edge.**

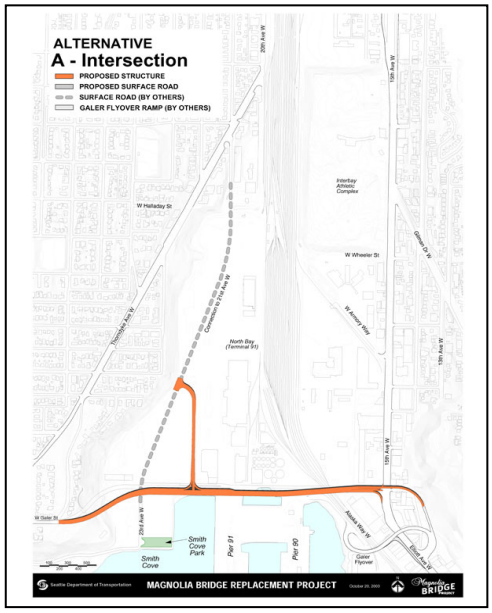
When the project started, the team went through an extensive public process, with 25 different concepts. Those were narrowed down to nine, and again to four. Three final alternatives exist: A, C, and D. Alternative H dropped out and is now part of the early EIS technical studies. Alternative challenges include, grade changes, available and usable surface roads, the acquisition of property from the US Navy under alternative A, port operations and ramp interference under alternative C, and the location of an existing industrial facility. The team is speculating a release of the DEIS in late spring of 2005.

The bridge replacement site is in a complex area. The drop from Magnolia Bluff to grade at Interbay is 140 ft, and the ramp at 6% is close to half a mile long and has a large impact on Interbay. One of the challenges of the project is the integration of transportation infrastructure and land use. The final design will need to accommodate a mix of industrial uses and the public realm, while linking the two established neighborhoods. New infrastructure should support future development, and the Elliot Bay waterfront should be seen as a limited, valuable resource for the City.

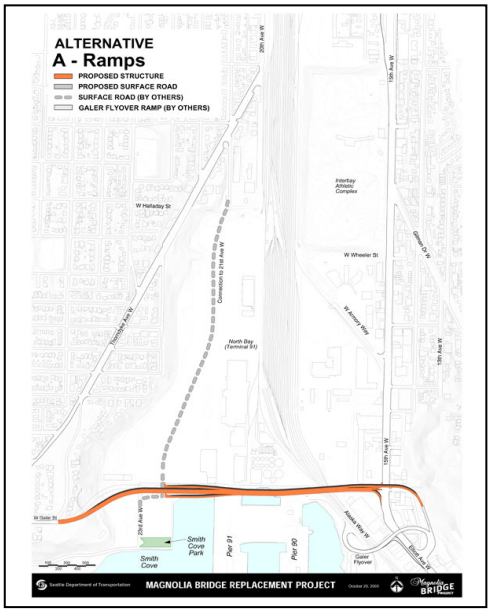
The public realm has excellent potential for bicycle and pedestrian connections, view corridors, and new opportunities to create Olmstead street connections in the Queen Anne and Magnolia neighborhoods.

The design team would like to point out the potential in the raised public realm: Public Realm as

Balcony. There is an important public realm along the shoreline that will increase in importance as Amgen develops and Smith Cove Park is enlarged. The desire to connect to Smith Cove from the shoreline along Pier 89 will likely increase over time and the project team considers the replacement of infrastructure as a way to create this link. The team sites the Brooklyn Promenade over the Brooklyn Queens Expressway and the industrial waterfront, and Victor Steinbrueck Park as two places that separate the public realm from industrial activities. Connecting these two spaces can be done through items such as bus stops or the stairs at Galer.



Alternative A—Intersections



Alternative A—Ramps

The team further noted options for the new infrastructure construction, stating that ramps are easier for vehicles, but create infrastructure that is a physical and visual barrier; and elevated intersections with a ramp move the
touch-down structure toward the uplands.

The team is working with the Port of Seattle and its development of Northbay. The Port has made requests for zoning changes for residential development in the Interbay area. The Port is moving ahead with developing options for several different zoning conditions. Currently, all zoning is industrial, but the City and the Port are working together to see if that designation is marketable.

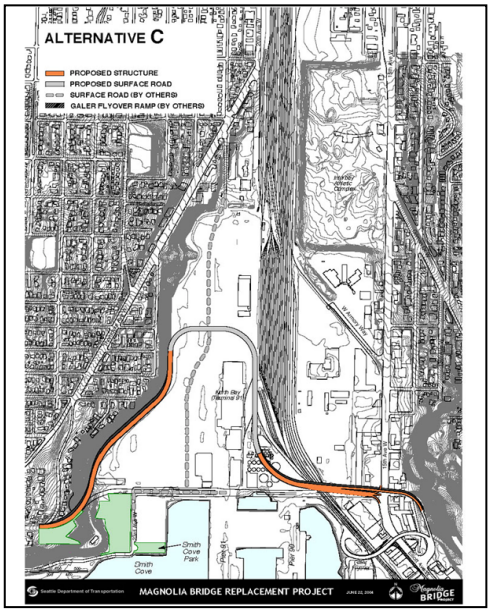
Key Commissioner Comments and Concerns

- Asks about the upcoming schedule.
    - Proponents stated that their plan is to have a DEIS out to the public by May or June of 2005.
- With regards to alternative H, the Commission was under the impression that Galer St. flyover could not handle the vehicular capacity on the southern connection. States that Thorndike is wide enough, is well under capacity, and is a surface road, and questions why using this road isn't viable.

- Proponents stated that the southern route is more direct, and that there has been strong community opposition to using Thorndyke because they feel that route is a big change and is taking them too far out of their way.

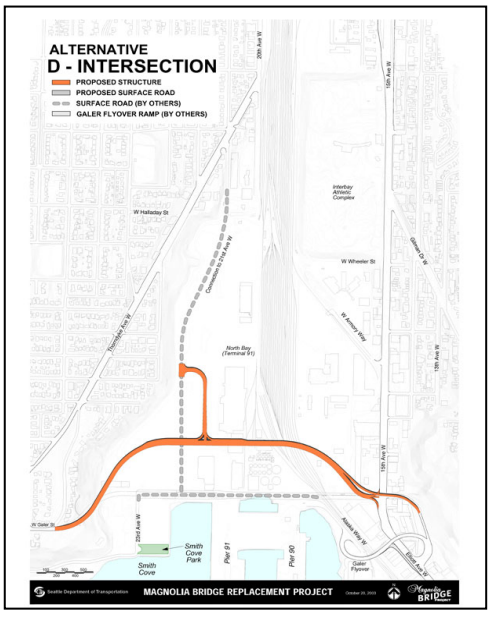
- Suggests a ramp up the less steep portion of Magnolia Bluff, and states that an elevated structure should be straight and direct, and that proponents would be taking advantage of a street that already exists rather than unnecessarily building a structure on the bluff.

- States that alternative A seems best: to replace the bridge in-place with a minimum amount of new structure across the bottom, in a straight line that doesn't damage the bluff, and to figure out a way to get on and off most conveniently. Commission further stated that this would require starting over from the beginning.

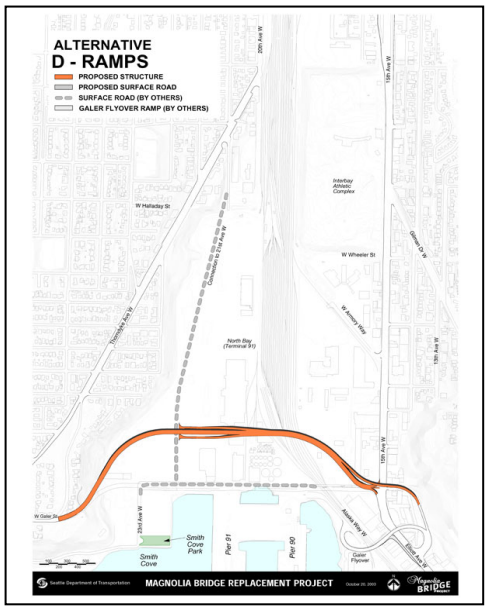


Alternative C

- Proponents stated that the idea has merit, but a stumbling block was that both SDOT and the community desire to keep the existing bridge in operation as long as possible while building the replacement structure. The traffic conditions were intolerable during the last two bridge closures. Hence, Alternative A was developed to come the closest to replacing the bridge in place.



Alternative D—Intersections



Alternative D—Ramps

- Would like clarification as to why proponents can't tie the replacement to Thorndyke.

- States that building another elevated structure seems to go against fundamental principles of the profession.

- States that there is a problem with perception and current use patterns in the community, and that the City needs to realize that Thorndyke can influence transportation infrastructure and land use in the area.
- In alternative A, Commission feels that proponents are creating a structure to accommodate the existing road, rather than figuring out a way to create clean, elegant, simple, straight infrastructure.
- Would rather see an elevated structure that allows buildings underneath, than a stand-alone bridge.
- Questions the likelihood of the project happening.
    - Proponents stated that once the design is ready to go, the City will be in a good spot to move things ahead and be competitive in obtaining future grant funding.
- States that keeping infrastructure close to the surface provides opportunities for long-term alternatives that can tie into various different places, and can flex with the way Interbay develops.
- States that this project is a huge expense for a relatively small part of the city, and that the project should be realistic and accessible based on current infrastructure.
- Feels that there is not a representation of an alternative that utilizes maximum potential of the surface roads.
- Asks if proponents have considered the construction of a retaining wall in any of the alternatives that acts as fill, rather than a viaduct structure.
    - Proponents stated that the issue with a retaining wall is that most of the hillside area is park property and Federal funding requires avoiding park property if there is a viable alternative that does so.

15 July 2004 Project: Kubota Gardens—Crew Quarters and Parking

Phase: Design Development
Previous Review: None
Presenters: Andy Sheffer, Seattle Parks
Bob Hoshide, Hoshide Williams

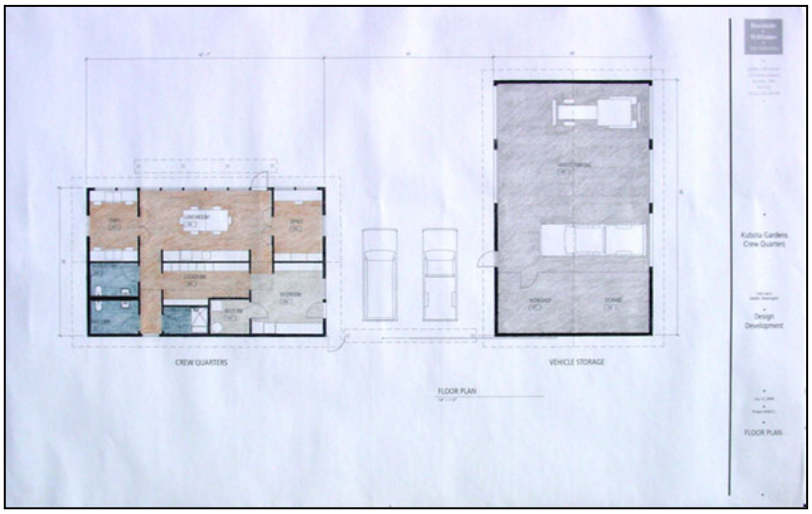
Time: 1 hour (SDC Ref. # 169 | DC00252)

Action: The Commission appreciates the update on the Kubota Gardens facilities, and would like to make the following comments and recommendations.

- **Compliments the designer on his dedication of extra work to the Garden;**
- **Appreciates proponents' efforts to stay within the Master Plan for the Garden and to remain true to its principles by making the building fit into the landscape;**
- **Greatly appreciates the simplicity of the approach to the building, especially breaking it down into smaller portions, the care of detail put into the vernacular, non-traditional design;**
- **Agrees that the trellis is a desirable element of the design;**
- **Recommends approval of design development, and encourages the City to continue to provide resources for one of its smaller, under-funded parks.**

The project is funded by the Cumulative Reserve Fund, and will be on a budget of about $318,000. The design has been developed, and construction will occur in 2005.

The site for the crew quarters is identified in the park's Master Plan. The project team broke the quarters into two separate structures to keep the scale small: the crew quarters, and a vehicle storage building. The buildings are located near the southeast corner of the site by the propagation areas. One of the main features of the site is the location of a Chinese Furtinia.

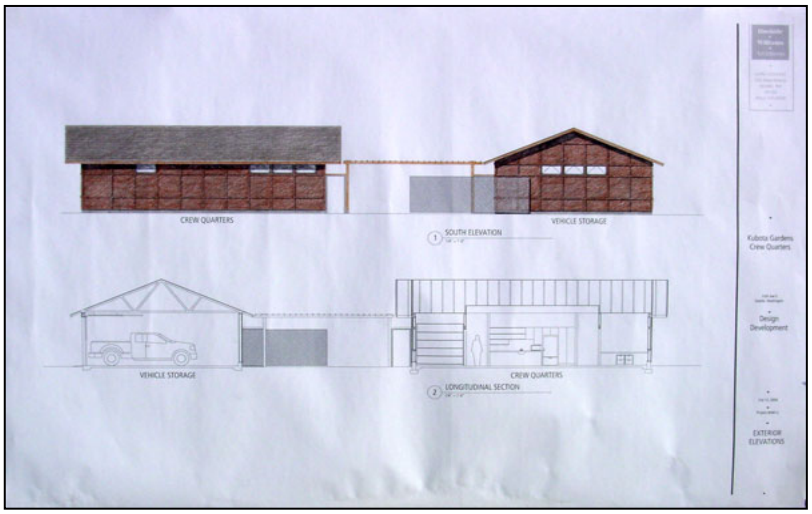


Crew Quarters Floor Plan

The floor plan of the crew quarters includes an entrance on the east, a mudroom, lockers and tool storage, bathrooms and showers, lunchroom/meeting room, office for the head gardeners, and a small office for general work. The project team attempted to design simple, straightforward structures that are rectilinear, with gabled roofs, and simple materials to be subservient to the gardens.

The floor plan of the vehicle storage includes three large drive-in bays, a solid wall at the south end for workshop purposes, and a gabled roof.

The elevations and sections show the simple roof forms, and a rolling gate used to maintain security and privacy around the quarters. The materials are durable: panels of cement board, glass on the north side of the quarters, and steel garage doors on the vehicle storage building. Both structures have exaggerated overhangs with large vents.



Crew Quarters Elevation

Key Commissioner Comments and Concerns

- Questions why proponents did not include three drive-thru bays.
    - Proponents stated that the turning radius on the third bay is too small. Further stated that vandalism is a big issue in the gardens, so the program requires bays and surrounding fences that are secure.
- Asks what the general look, feel, and style is like around the gardens with respect to other buildings.
    - Proponents stated that there are no other permanent structures in the gardens. The project team has worked to design structures that respect the scale of the gardens.
- Compliments a successful approach to design of the crew quarters. Enjoys the subtlety of the buildings, the reduced scale, etc. Asks if the eves could be deeper or wider.
    - Proponents stated that the design is careful not to provide too much space for storage. Although the plates are high, the vehicles should not hit them. Proponents are hoping to incorporate two trellis elements: between the two buildings, and across the glass front on the north side.
- Compliments the project team on a serene and involved project, where everything is just right, simple, and forward.
- Questions how the buildings hit the ground.
    - Proponents stated that there is a concrete base about 8 inches high that serves two functions: on the exterior, and on the interior allows for clean spaces.
- Compliments the proponents on an extremely well-resolved project, being simple in how it works, and is in the spirit of everything it is meant to be.