



APPROVED MINUTES OF THE MEETING

Mike McGinn
Mayor

Diane Sugimura
Director, DPD

Marshall Foster
Planning Director, DPD

Julie Bassuk
Chair

Mary Fialko

Laurel Kunkler

Shannon Loew

Tom Nelson

Julie Parrett

Osama Quotah

Norie Sato

Donald Vehige

Debbie Wick-Harris

Valerie Kinast
Coordinator

Tom Iurino
Senior Staff

February 2, 2012

Convened 8:30am
Adjourned 4:00pm

Projects Reviewed

Jefferson Park Golf Course Facility Improvements
Bullitt Center PV Array
Alaskan Way Viaduct – South End and Portal (Landscape Concept)
Alaskan Way Viaduct – South End and Portal (Operations Building)

Commissioners Present

Julie Bassuk, Chair
Laurel Kunkler (from 11:15am-4:00pm)
Shannon Loew
Tom Nelson
Julie Parrett
Osama Quotah
Norie Sato
Donald Vehige

Commissioners Excused

Mary Fialko
Debbie Wick-Harris



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Staff Present

Valerie Kinast
Tom Iurino



February 2, 2012	Project:	Alaskan Way Viaduct – South End and Portal
	Phase:	Design Update
	Last Reviewed:	Oct 6, 2011; Jul 21, 2011; May 5, 2011; Mar 17, 2011; May 20, 2010; May 6, 2010; Mar 18, 2010; Feb 18, 2010; Jan 21, 2010; Oct 1, 2009; Jun 18, 2009; May 21, 2009
	Presenters:	Terry Bulfin, Seattle Tunnel Partners Anne Herrick, HNTB
	Attendees:	Ali Amiri, WSDOT Dave Peterson, WSDOT Diane Hilmo, WSDOT Kate Weiland, Weinstein AU Katey Bean, WSDOT Katie Zemtseff, Daily Journal of Commerce Lesley Bain, Weinstein AU Lorcan French, WSDOT Mike Johnson, SDOT Norm Schwab, Council Central Staff Ross Wildman, Masonry Institute of Washington Susan Everett, WSDOT

Time: 2:30pm-4:00pm

Summary of Project Presentation

The WSDOT design team presented its update of the design for the South Operations building and its associated landscaping. The team showed a materials board and numerous building elevations to show the most significant changes in the design since the last review. Most notably, the design team: simplified the building's central volume, shrank the diameter of the stacks and offset the fans in pairs below the mezzanine level within the glass box, changed the first floor programming to make the view through the main entry more interesting, designed the head house, refined the building's joint details, removed trees from in front of the fan room to enhance its visibility, and replaced the significant tree with hardscape. The waterfront team will lead the design of Railroad Way.

ACTION

The Design Commission thanked the design team for its presentation of south operations building and associated landscape. The commission appreciated the changes to the building's massing, material selection, and the site design. By a vote of 0-8, the commission did not approve the design update and made the following comments:

- **Revise the form, color, lighting and design of the stacks so that they appear continuous when they pierce the roof of the fan room. If the mechanical requirements prevent the stacks from being a continuous form below and above the roof, use light, color and composition to create a design that unifies the pieces into a simple, legible form.**

- Integrate the design of the head house and its ground plane with the design of the operations building.
- Review and further refine the joinery of the façade so that its design and patterning of bands and joints is intentional. While the design of the joinery has improved, it needs more fine-tuning.
- Integrate sustainability and stormwater strategies into the design. Consider placement of the stormwater collection on the north side of the building.
- Simplify the detail around the garage doors.
- Remove the apron and its unique paving treatment from the base of the fan room. Consider using a sidewalk pattern instead.
- Recognize that the site boundary will likely shift as the waterfront team moves forward with its planning and design work.

At the next review, the commission would like to see better images of the stacks and their lighting and color so they can be better evaluated. Put people in these images to show scale and also provide examples of inspirational photographs from other projects.

Commissioners Bassuk, Parrett, Nelson, Sato, Loew, Vehige, Quotah and Kunkler voted no because the stacks, as designed, were not seen as unified objects, which had been central to the project's design concept.