City of Seattle Neighborhood Fire Station 9
Design Commission Review - Schematic Design  January 21, 2010
**Fire Station 9**

3829 Linden Avenue N

Located along Linden Ave N. between N. 38th Street and 39th Street, in Fremont

Station type - Neighborhood I (the smallest of all stations)

Replacement station - The existing station is in poor condition due to its age. Replacement would be more cost-effective than remodel.

Station 9 will be rebuilt on the site of existing station and expanded from 5,700 sf to approx. 8,500 sf.

Station 9 will continue to provide compressed air fill service for the North end. It will also continue to house one engine company.

An interim facility will be provided in different location during construction.

Sustainability goal - LEED silver or higher.

Artist, Peter Reiquam is selected to join the team at the beginning of schematic design.

Currently, at 90% Schematic Design.
looking west to Fire Station 9 site & adjacent buildings

art at existing station site
looking east to buildings across street from station site

city view to Southeast

Fremont Lane N at back of site

steep slope with existing trees at back of site
Looking East along Fremont Way N.
Fire Station 9 Mascot - EVER READY cat with 9 long lives

Design Concept

BE EVER READY
provide an EVER READY station to firefighters, functional, efficient & comfortable.

Program Diagram
Design Commission Comments

Concept Design Presentation
October 1, 2009

Commended the project for:
fit the program onto the very constricted site

Encouraged team to:
work freely, going beyond just decorating the massing model
integrate softscape & hardscape
integrate art through out the site
encourage artist to be free, take the artwork to the next level
make a gesture toward the existing, historic building in some way

Schematic Design Process

Function / Operation

4 working meetings with SFD & FFD in SD

Community

1st public open house on 1/9/2010
positive support
working with Peter to integrate art and architecture
public art to be presented to PACC in Feburary
historical exhibit coordination

Budget

project is on budget at SD
Schematic Design Process
Function / Operation
4 working meetings with SFD & FFD in SD
Community
1st public open house on 1/9/2010
positive support
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Site Plan

City of Seattle Fire Station 9
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1.21.2010

Accessibility Route from Parking to Public Entry

- Support
- Apparatus Bay
- Station House
- Hose Tower
- Staff Parking (5 spaces)
- Staff Entry

Public Entry

- Apparatus Apron
- Public Entry

New Street Trees (3)
Rain Garden at Planter Strip
Stormwater Planters
Native Plantings
FS9 Mascot in conc. paving
Relocate existing FS9 Mascot neon art
FS9 historical exhibit
**Tree Canopy / Planting:**
- Connect to native plantings - locally and at neighborhood scales
- Vertically integrate plantings - connect to existing tree canopies and ground-level shrub layer

**Infrastructure:**
- Slow flow of water across site
- Expose natural processes
- Allow for evapotranspiration opportunities
- Allow for water collection from roof and paved surfaces
- Use site grades to our advantage

**Conceptual Overlay:**
- Functional site that utilizes structural interventions and plants to create an engaging place.
French drain

Piped connection to stormwater planter

Gravel access path

Gate in site wall

Overflow water is conveyed on the surface

Overflow water is conveyed via slot drain or other paving treatment to expose surface water and not impact vehicle access

Street trees - small per COS standards, max height 20'

Stormwater planter garden
suggested plant species

accent trees

Ribes sanguineum
Red Flowering Currant

Blechnum spicant
Deer Fern

Ribes sanguineum
Red Flowering Currant

Styrax japonica
Japanese Snowbell

Cornus nuttallii
Western Flowering Dogwood

Betula papyrifera
Paper Birch

native plants

Symphoricarpos albus
Snowberry

Rosa nutkana
Nooka Rose

Ginkgo biloba 'Autumn Gold'
Autumn Gold Gingko

Betula papyrifera
Paper Birch
stormwater garden

- Cornus sericea
  - Red Osier Dogwood

- Polystichum munitum
  - Sword Fern

- Arcostaphylos uva-ursi
  - Kinnikinnick

- Mahonia repens
  - Creeping Mahonia

- Fragaria chiloensis
  - Coastal Strawberry

- Acer circinatum
  - Vine Maple

sidewalk planting

- Larix laricina
  - Tamarack

- Cornus kousa 'Chinensis'
  - Chinese Kousa Dogwood

- Cercis canadensis
  - Eastern Redbud
Massing Study Option A

1 box, singular civic gesture
CITY OF SEATTLE FIRE STATION 9
Design Commission Review Schematic Design

Massing Study Option B

1 box + high space
Massing Study Option C

1 box + high space, object, sculpture, Fremont funkyness
Massing Study Option D

1 box + high space, object, sculpture, Fremont funkyness + highlight deck
Massing Study Option E

2 boxes - operation box + living quarter
3 boxes - station house + apparatus bay + support bar
3 boxes + high space, presented at Design Commission Review Concept Design on 10/1/2009
**Operation Box**
- transparency at apparatus bays
- East & West Elevations
- showcase EVERY READY
- (fire trucks & actions)
- civic presence

**Station House Box**
- support BE EVERY READY

**Contrast** between solid & transparent

use of **brick**
responds to residential neighborhood
at building material & its scale &
texture level
Response to program

Compact building footprint is away from steep slope buffer.

All operation support spaces are accessed directly from Apparatus Bay.

All sleep rooms are located on 1st floor for quick response time.

Rest of crew spaces & outdoor beanery area are located on 2nd floor to take advantage of city view & stay away from traffic noise from Fremont Way N.

Extra wide “L” shaped open stair is designed for quick response time with visual connection & min. turns.

Public Lobby & Physical Training are more visible while the rest spaces are more private.
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CITY OF SEATTLE FIRE STATION 9  
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West Elevation

East Elevation
Street Elevation Along Linden Ave. N. Looking West

Street Elevation Along Linden Ave. N. Looking West

Street Elevation Along Linden Ave. N. Looking West
Response to Fremont & neighborhood
explore brick options

color & texture
option 1 - mixed color, mission/rugged texture
e.g. brick buildings in Fremont commercial area

option 2 - one color, smooth texture
e.g. B F Day School

size
Standard 2 1/4” x 7 5/8”, residential scale
Econ 3 1/2” x 11 1/2”, commercial scale

Brick Details

B F Day Elementary School

Brick color & pattern on existing buildings in Fremont commercial area
Response to Fremont & neighborhood -
explore brick options

pattern
Stretcher bond
Flemish bond

detail
soldier coursing
at window head & sill
in & out

Brick coursing detail in Fremont commercial area
Brick detail on B F Day School building

Brick details on Alvar Aalto’s buildings
NORTH ELEVATION
Fire Station 9 - Artist's Concept Study
15 Jan. 2010
<table>
<thead>
<tr>
<th>Departure No.</th>
<th>Requirement</th>
<th>Departure request</th>
<th>Decision type</th>
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<tbody>
<tr>
<td>1 Parking quantity</td>
<td>Parking quantity per SMC 23.45.098</td>
<td>To meet the program needs, 5 spaces are proposed for staff parking, 1 space per staff.</td>
<td>Director determination based on the requirements for the most comparable use per SMC 23.54.015. H.</td>
</tr>
<tr>
<td>2 Right of Way</td>
<td>Fremont Lane N. Right of Way improvement per SMC 23.53.015</td>
<td>No Right of Way improvement along Fremont Lane N. is proposed because environmentally critical area and it is adequate for current &amp; potential pedestrian and vehicular traffic.</td>
<td>Director rule in consultation with Director of Transportation during MUP to waive or modify requirements.</td>
</tr>
<tr>
<td>3 Parking location</td>
<td>Parking location per SMC 23.45.098</td>
<td>To meet the program needs, the proposed staff parking is located in the required front setback along Fremont Lane N.</td>
<td>Type I or II Directors rule during MUP. Or if 23.40.030 does not apply to the site, Type V Council decision during MUP to waive or modify development standard for City facilities per SMC 23.45.106.</td>
</tr>
<tr>
<td>4 Structure width &amp; depth</td>
<td>Structure width &amp; depth per SMC 23.45.094</td>
<td>To meet the program needs &amp; steep slope buffer requirement, the proposed width is 89'-6&quot;; depth is 80'. To reduce the appearance of bulk, the front facade is modulated, landscaping is provided &amp; the proposed average front setback is 15', 5' more than 10' minimum average front setback requirement.</td>
<td>Type V Council decision during MUP to waive or modify development standard for City facilities per SMC 23.76.004A.</td>
</tr>
<tr>
<td>5 Landscaping of required setbacks</td>
<td>Landscaping of required setbacks per SMC 23.45.096</td>
<td>Landscaping is not provided for front setback at Fremont Lane N. due to conflict with meeting steep slope buffer requirement &amp; the program needs to provide staff parking, staff entry access, trash &amp; recycle area.</td>
<td>Type V Council decision during MUP to waive or modify development standard for City facilities per SMC 23.45.106.</td>
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<tr>
<td>6 Noise</td>
<td>Noise per SMC 23.45.100</td>
<td>The existing and proposed emergency access is not located on an arterial street; the steep slope prohibits access to the site. This development standard cannot be met on this site due to site constraints and program needs.</td>
<td>Type V Council decision during MUP to waive or modify development standard for City facilities per SMC 23.45.106.</td>
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<tr>
<td>7 Curb cuts</td>
<td>Curb cuts per SMC 23.54.030</td>
<td>To meet the program needs &amp; steep slope buffer requirement, the proposed curb cut is 48' for 5 parking spaces along Fremont Lane N.</td>
<td>Type V Council decision during MUP to waive or modify development standard for City facilities per SMC 23.45.106, C.</td>
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<tr>
<td>8 Structure Height</td>
<td>Structure Height per SMC 23.45.009</td>
<td>To meet the program needs, additional height is proposed for Station House portion of the structure.</td>
<td>Type V Council decision during MUP to waive or modify development standard for City facilities per SMC 23.76.004A.</td>
</tr>
</tbody>
</table>
Turnaround study per Seattle Right-of-way Manual Figure 4-26

Turnaround area

Turnaround area in 15’ steep slope buffer

Turnaround area in steep slope area

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1.21.2010
Top of proposed roof structure

Additional height on sloped lot (percent of slope - 4% divided by 6 = 4/6 = 8"

L1 zone max. building height limit 25'

Top of proposed roof structure

Additional height on sloped lot (percent of slope - 5% divided by 6 = 5/6 = 10"

L1 zone max. building height limit 25'
<table>
<thead>
<tr>
<th>21</th>
<th>3</th>
<th>2 Sustainable Sites</th>
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<tbody>
<tr>
<td>Y</td>
<td>SS Preq 1</td>
<td>Construction Activity Pollution Prevention</td>
</tr>
<tr>
<td>1</td>
<td>SS Credit 1</td>
<td>Site Selection</td>
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<tr>
<td>Y</td>
<td>SS Credit 2</td>
<td>Development Density &amp; Community Connectivity</td>
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<tr>
<td>5</td>
<td>SS Credit 3</td>
<td>Brownfield Redevelopment</td>
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<td>6</td>
<td>SS Credit 4.1</td>
<td>Alternative Transportation, Public Transportation Access</td>
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<td>SS Credit 4.2</td>
<td>Alternative Transportation, Bicycle Storage &amp; Changing Rooms</td>
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<td>SS Credit 4.3</td>
<td>Alternative Transportation, Low-Emitting and Fuel-Efficient Vehicles</td>
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<td>SS Credit 4.4</td>
<td>Alternative Transportation, Parking Capacity</td>
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<td>SS Credit 5.1</td>
<td>Site Development, Protect or Restore Habitat</td>
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<td>SS Credit 5.2</td>
<td>Site Development, Maximize Open Space</td>
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<td>SS Credit 6.1</td>
<td>Stormwater Design, Quantity Control</td>
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<td>Stormwater Design, Quality Control</td>
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<td>SS Credit 7.1</td>
<td>Heat Island Effect, Non-Roof</td>
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<td>SS Credit 7.2</td>
<td>Heat Island Effect, Roof</td>
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<td>SS Credit 8</td>
<td>Light Pollution Reduction</td>
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<th>7 Water Efficiency</th>
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<tr>
<td>Y</td>
<td>WE Preq 1</td>
<td>Water Use Reduction, 20% Reduction</td>
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<td>WE Credit 1</td>
<td>Water Efficient Landscaping, Reduce by 50%</td>
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<td>Water Efficient Landscaping, No Potable Use or No Irrigation</td>
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<td>WE Credit 2</td>
<td>Innovative Wastewater Technologies</td>
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<tr>
<th>9</th>
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<th>19 Energy &amp; Atmosphere</th>
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<tbody>
<tr>
<td>Y</td>
<td>EA Preq 1</td>
<td>Fundamental Commissioning of the Building Energy Systems</td>
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<td>EA Preq 2</td>
<td>Minimum Energy Performance, 10% New Bldgs or 5% Ex. Bldg Renovative</td>
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<td>EA Preq 3</td>
<td>Fundamental Refrigerant Management</td>
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<td>Optimize Energy Performance</td>
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<td>On-Site Renewable Energy</td>
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<td>Enhanced Refrigerant Management</td>
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<td>EA Credit 5</td>
<td>Measurement &amp; Verification</td>
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<td>EA Credit 6</td>
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<th>7 Materials &amp; Resources</th>
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<tr>
<td>Y</td>
<td>MR Preq 1</td>
<td>Storage &amp; Collection of Recyclables</td>
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<td>Building Reuse, Maintain 55% of Existing Walls, Floors &amp; Roof</td>
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<td>Building Reuse, Maintain 75% of Existing Walls, Floors &amp; Roof</td>
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<td>Building Reuse, Maintain 95% of Existing Walls, Floors &amp; Roof</td>
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<td>Building Reuse, Maintain 50% of Interior Non-Structural Elements</td>
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<td>Construction Waste Management, Divert 50% from Disposal</td>
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<td>Construction Waste Management, Divert 75% from Disposal</td>
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<td>Resource Reuse, 5%</td>
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<th>12</th>
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<th>1 Indoor Environmental Quality</th>
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<tr>
<td>Y</td>
<td>EQ Preq 1</td>
<td>Minimum IAQ Performance</td>
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<tr>
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<td>EQ Credit 1</td>
<td>Outdoor Air Delivery Monitoring</td>
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<td>Increase Ventilation</td>
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<td>Construction IAQ Management Plan, During Construction</td>
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<td>EQ Credit 4</td>
<td>Construction IAQ Management Plan, Before Occupancy</td>
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<td>Low-Emitting Materials, Flooring Systems</td>
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<td>Low-Emitting Materials, Composite Wood &amp; Agrifiber Products</td>
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<td>Indoor Chemical &amp; Pollutant Source Control</td>
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<td>Controllability of Systems, Lighting</td>
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<td>Controllability of Systems, Thermal Comfort</td>
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<td>Daylight &amp; Views, Daylight 75% of Spaces</td>
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<td>Daylight &amp; Views, Views for 90% of Spaces</td>
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<th>1 Innovation &amp; Design Process</th>
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<td>ID Credit 1</td>
<td>Innovation in Design: Sustainable Education</td>
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<td>Innovation in Design: Sustainable Education</td>
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<tr>
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<td>ID Credit 1.2</td>
<td>Innovation in Design: Green Housekeeping</td>
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<td>ID Credit 1.3</td>
<td>Innovation in Design: Green Operations and Management</td>
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<td>ID Credit 1.4</td>
<td>Innovation in Design: Carbon Neutral Building</td>
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<td>ID Credit 1.5</td>
<td>Innovation in Design: Community Involvement/Connection - Exemplary</td>
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<td>LEED® Accredited Professional</td>
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<th>1 Regional Priority Credits</th>
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<td>Regional Priority Credit: MR 7</td>
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Project Totals (pre-certification estimates)

53 credits LEED silver