ENGINE



City of Seattle Neighborhood Fire Station 9

EVER READY

мітнūм

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.



CITY OF SEATTLE FIRE STATION 9 Design Commission Review Schematic Design Project Information



1.21.2010





Site Location



S

North



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



Site Photos





1.21.2010 **5**

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.





Design Commission Review Schematic Design

Design Commission Comments

Concept Design Preseatation 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

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historical exhibit coordination

Budget

project is on budget at SD



CITY OF SEATTLE FIRE STATION 9 Design Commission Review Schematic Design **Design Commission Comments**





LINDEN AVE. N.





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.





suggested plant species

accent trees

Styrax japonica Japanese Snowbell





native plants

Comus nuttallii Western Flowering Dogwood





Blechnum spicant Deer Fern

Ginkgo biloba 'Autumn Gold'



Rosa nutkana Nooka Rose



Symphoricarpos albus Snowberry

Betula papyrifera Paper Birch

Ribes sanguineum Red Flowering Currant

CITY OF SEATTLE FIRE STATION 9 Planting Images Design Commission Review Schematic Design



stormwater garden

Acer circinatum Vine Maple





Larix laricina Tamarack

Cornus sericea Red Osier Dogwood







sidewalk planting

Cornus kousa 'Chinensis'

Chinese Kousa Dogwood

Arcostaphylos uva-ursi Kinnikinnick

Mahonia repens Creeping Mahonia



Fragaria chiloensis Coastal Strawberry





CITY OF SEATTLE FIRE STATION 9 Design Commission Review Schematic Design

Planting Images























Site Material Images









1 box, singular civic gesture

Massing Study Option A









1 box + high space



Massing Study Option B

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1 box + high space, object, sculpture, Fremont funkyness

Massing Study Option C









1 box + high space, object, sculpture, Fremont funkyness + highlight deck

Massing Study Option D









2 boxes - operation box + living quarter

Massing Study Option E







3 boxs - station house + apparatus bay + support bar

Massing Study Option F









3 boxes + high space, presented at Design Commission Review Concept Design on 10/1/2009

Massing Study Option G

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SD Option Massing





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

2

)

responds to residential neighborhood at building material & its scale & texture level

SD Massing Diagram





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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North

Design Commission Review Schematic Design



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∎ North



West Elevation



East Elevation

Building Elevations





North Elevation

Building Elevations







Street Elevation Along Linden Ave. N. Looking West



Street Elevation Along Linden Ave. N. Looking West

CITY OF SEATTLE FIRE STATION 9 Str Design Commission Review Schematic Design

Street Elevations





B F Day Elementary School

Response to Fremont & neighborhood

explore brick options

color & texture

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

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Brick color & pattern on existing buildings in Fremont commercial area

CITY OF SEATTLE FIRE STATION 9 Design Commission Review Schematic Design

Brick Details





Response to Fremont & neighborhood -

explore brick options

pattern Stretcher bond

Flemish bond

detail

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solider 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

CITY OF SEATTLE FIRE STATION 9
Design Commission Review Schematic Design

Brick Details





NORTH ELEVATION Fire Station 9 - Artist's Concept Study 15 Jan. 2010

Public Art Concept



	Seattle Municipa	I Code Requirements	Departure request	Decision type
Departure No.1 Parking quantity	Parking quantity Requirement for fire or C of 23.54.015.	per SMC 23.45.098 e stations is not shown on Chart A, B	To meet the program needs, 5 spaces are proposed for staff parking, 1 space per staff.	Director determination based on the requirements for the most comparable use per SMC 23.54.015. H.
Departure No.2 Right of Way	Fremont Lane M per SMC 23.53.0	I. Right of Way improvement 15	No Right of Way improvement along Fremont Lane N. is proposed because environmentally critical area and it is adequate for current & potential pedestrian and vehicular traffic.	Director rule in consultation with Director of Transportation during MUP to waive or modify requirements.
Departure No.3 Parking location	Parking location B. "Parking areas the required front Fremont Lane N. i setback unless it is street per 23.40.030	per SMC 23.45.098 and facilities may not be located in setback." Proposed staff parking at s not allowed in the required front s determined to be an undeveloped 0 and a front setback is not required.	To meet the program needs, the proposed staff parking is located in the required front setback along Fremont Lane N.	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.
Departure No.4 Structure width & depth	Structure width A.1. Maximum width in Lowrise 1 zone is B. "The maximum of be 65% of lot depth	& depth per SMC 23.45.094 with modulation or landscape option 575'. depth of institutional structures shall ." 72.8'	To meet the program needs & steep slope buffer requirement, the proposed width is 89'-6"; depth is 80'. To reduce the appearance of bulk, the front facade is modulated, landscaping is provided & the proposed average front setback is 15', 5' more than 10' minimum average front setback requirement.	Type V Council decision during MUP to waive or modify development standard for City facilities per SMC 23.76.004A.
Departure No.5 Landscaping of required stebacks	Landscaping of 23.45.096 E.1. "Institutions s setbacks which a	shall provide landscaping for but a street."	Landscaping is not provided for front setback at Fremont Lane N. due to conflict with meeting steep slope buffer requirement & the program needs to provide staff parking, staff entry access, trash & recycle area.	Type V Council decision during MUP to waive or modify development standard for City facilities per SMC 23.45.106.
Departure No.6 Noise	Noise per SMC 2 A.2. "Institutions wh of emergency veh exempted by Chap an arterial street a the Seattle Municip emergency entrance located on the arter	23.45.100 hich are the origin or destination icles which emit noise specifically oter 25.08 shall be located only on as designated in Chapter 11.18 of bal Code (Traffic Code). Access to es for such institutions shall also be ial."	The existing and proposed emergency access is not located on an arterial street; the steep slope prohibits access to the site. This development standard can not be met on this site due to site constraints and program needs.	Type V Council decision during MUP to waive or modify development standard for City facilities per SMC 23.45.106.
Departure No.7 Curb cuts	Curb cuts per SI F.2.b. 25' curb cut is	MC 23.54.030 s allowed.	To meet the program needs & steep slope buffer requirement, the proposed curb cut is 48' for 5 parking spaces along Fremont Lane N.	Type V Council decision during MUP to waive or modify development standard for City facilities per SMC 23.45.106, C.
Departure No.8 Structure Height	Structure Height A. maximum hright	: per SMC 23.45.009 for L1 zone 25'.	To meet the program needs, additonal height is proposed for Station House portion of the structure.	Type V Council decision during MUP to waive or modify development standard for City facilities per SMC 23.76.004A.
CITY OF SEATTLE Design Commission Review S	FIRE STATION 9 Schematic Design	Design Departures	1.21.2010 33	• FLACK+KURTZ ROEN L MITHUN



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5' 10'

CITY OF SEATTLE FIRE STATION 9

Design Departure - Turnaround Study 1.21.2010 34

Design Commission Review Schematic Design

20'



Design Departure - Building Height

1.21.2010 **35**

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21	3		2	Sustainab	le Sites				MR Credit 3.2	Resource Reuse, 10%
	-		_	CC Drove 4	Construction Activity Dollution Drayantian	1			MR Credit 4.1	Recycled Content, 10% (post-consumer + 1/2 pre-consumer)
Ŷ				SS Prereq 1	Construction Activity Pollution Prevention	1			MR Credit 4.2	Recycled Content, 20% (post-consumer + 1/2 pre-consumer)
1				SS Credit 1	Site Selection	1			MR Credit 5.1	Regional Materials, 10% Extracted, Processed & Manufactured Regionally
5	4			SS Credit 2	Development Density & Community Connectivity		1		MR Credit 5.2	Regional Materials, 20% Extracted, Processed & Manufactured Regionally
_	1			SS Credit 3	Brownfield Redevelopment				MR Credit 6	Rapidly Renewable Materials, 2.5%
6		_		SS Credit 4.1	Alternative Transportation, Public Transportation Access		1		MR Credit 7	Certified Wood
1				SS Credit 4.2	Alternative Transportation, Bicycle Storage & Changing Rooms	12	2	1	Indoor En	vironmental Quality
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	1			SS Credit 5.1	Site Development, Protect or Restore Habitat	1			EQ Prereq 2	
		1	1	SS Credit 5.2	Site Development, Maximize Open Space	1			EQ Credit 1	Increase Ventilation
		1	1	SS Credit 6.1	Stormwater Design, Quantity Control	-				Construction IAO Monogement Plan During Construction
1		_		SS Credit 6.2	Stormwater Design, Quality Control	1	4		EQ Credit 3.1	Construction IAQ Management Plan, During Construction
1				SS Credit 7.1	Heat Island Effect, Non-Root		1		EQ Credit 3.2	Construction IAQ management Plan, Before Occupancy
1				SS Credit 7.2	Heat Island Effect, Roof	1			EQ Credit 4.1	Low-Emitting Materials, Adnesives & Sealants
	1			SS Credit 8	Light Pollution Reduction	1			EQ Credit 4.2	Low-Emitting Materials, Plants & Coatings
2	1	7		Water Effi	ciency	1			EQ Credit 4.3	Low-Emitting Materials, Flooring Systems
Y				WE Prereq 1	Water Use Reduction, 20% Reduction	_	1		EQ Credit 4.4	Low-Emitting Materials, Composite Wood & Agritiber Products
2				WE Credit 1.1	Water Efficient Landscaping, Reduce by 50%	1			EQ Credit 5	Indoor Chemical & Pollutant Source Control
		2		WE Credit 1.2	Water Efficient Landscaping, No Potable Use or No Irrigation	1	<u> </u>		EQ Credit 6.1	Controllability of Systems, Lighting
		2		WE Credit 2	Innovative Wastewater Technologies			1	EQ Credit 6.2	Controllability of Systems, Thermal Comfort
	1	3		WE Credit 3	Water Use Reduction	1			EQ Credit 7.1	Thermal Comfort, Design
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