Seattle
Design
Commission

Gregory J. Nickels,
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Tom Bykonen

Ralph Cipriani

Jack Mackie

Cary Moon

Iain M. Robertson

David Spiker

Sharon E. Sutton

Tory Laughlin Taylor

John Rahaim,
Executive Director

Layne Cubell,
Commission Coordinator

APPROVED

MINUTES OF THE MEETING

17 January 2002

Convened: 8:30am

Projects Reviewed

Woodland Park Zoo Discovery Village
Waterfront Streetcar Improvement Project
ProParks Open Space Acquisition
Beacon Hill Library
Jefferson Park Golf Maintenance Facility
Potlatch Trail
Design Review Update

Adjourned: 5:00pm

Commissioners Present

Donald Royse, Chair
Jack Mackie, Vice Chair
Tom Bykonen
Ralph Cipriani
Iain M. Robertson
David Spiker
Sharon E. Sutton
Tory Laughlin Taylor

Staff Present

John Rahaim
Layne Cubell
Brad Gassman
Sally MacGregor

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Construction & Land Use

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17 Jan 2002	Project:	**Woodland Park Zoo Discovery Village**
	Phase:	Conceptual Design
	Previous Reviews:	6 December 2001 (Scope Briefing), 1 July 1999 (Pre-Design), 19 August 1999 (Conceptual)
	Presenters:	Greg Dykstra, CLR Design Bert Gregory, Mithun David Goldberg, Mithun
	Attendees:	Sean Cryan, Mithun Gary Lee, CLR Design Jim Maxwell, Woodland Park Zoo Dan Phillips, Woodland Park Zoo
	Time:	1.5 hours (SDC Ref. # 169 | DC00068)

Action: The Commission thanked the team for the refreshing presentation at this early and exciting stage of the design process and would like to make the following comments and recommendations.

- **The Design Commission encourages the team to identify creative ways by which the design can respond to the functional requirements of the neighborhood, without compromising the highest design standards for the Zoo;**
- **urges the team to clarify the entrances, paths, and gateways of Discovery Village and the northern administration area, especially in terms of their relationship with the surrounding landscape;**
- **encourages the team to better identify ways by which visitors will understand that they are in the Northwest biome;**
- **encourages the team to incorporate sustainability principle as a Northwest design principle;**
- **urges the team to strictly adhere, without compromise, to the principle of a native Northwest landscape as the team develops the design;**
- **while recognizing the sustainable nature of the project, the Commission hopes that the new structures, especially the northern administration offices, are apparently man-made structures, rather than a literal attempt to mimic nature;**
- **urges the team to fully explore the footprint and siting of the north administration buildings, understanding how these buildings can reinforce the natural circulation through and adjacent to this area;**
- **encourages the team to address security concerns related to the perimeter of the Zoo and the adjacent parking;**
- **urges the Woodland Park Zoological Society to commit to a 1% for Art program and work with a project artist through future development of the design; and**
- **approves the conceptual design of the project.**

The design team, a collaboration between CLR Design and Mithun, presented the conceptual design for the Woodland Park Zoo Discovery Village. The project scope includes the education components and design of the Discovery Village and new administration offices. This project represents a component of

the first phase of the Woodland Park Zoo long-range plan. Through this project, the design team hopes to reinforce the global, environmental, and local connections of the zoo.

The design team explained the Discovery Village site in relation to the full campus plan, through analysis and photos, noting relationships to paths and connections to zoo support facilities. The views into the zoo from the surrounding context are limited, due to vegetation buffers. The neighborhood context includes single-family homes, mid-rise multi-family apartment homes, and small commercial businesses.

The Northwest biome is the primary educational component of the Discovery Village. The existing site conditions of the Discovery Village site include a forested edge, an existing rain forest café, the primate house, and an existing open-air theater in a grove of trees. The team analyzed the environmental conditions, including the solar access and existing trees, when siting the buildings within Discovery Village. The prevailing north-south winds will be used in the design of the mechanical system; air conditioning will be eliminated in some of the building designs.

The Discovery Village concept diagram represents the Zoo's mission of conservation and interdependence of all living things. The program for the Discovery Village includes many components. The learning center will make the primary connections within this area, and connections to the zoo. The main central learning area will include natural elements, including boulders and fern meadows, and human-made elements. Existing non-native plants will be removed. The pony-ride area will extend through the forest, and there will be an arena to facilitate the 4-H program. The raptor theater and holding facility will be constructed in Phase II. The Northwest biome gallery will also be constructed in Phase II, and will contain indoor biome exhibits and a science learning center.

The north administration office site is between the north parking lot and the meadow to the south; the new carousel will be located at the north edge of the meadow. There is an existing buffer, a large row of trees on 59th Street and plantings in the north parking lot, between this site and the neighborhood. The north meadow is used for concerts in the summer, and the butterfly exhibit is at the south end of the meadow. The design team worked with the landscape experts at the zoo as they developed the site plan for the north administration offices. There is a large stand of fir trees to the west of the site, with smaller trees to the east. These buildings will also work with the prevailing winds and solar access to eliminate some of the mechanical systems.

The design team developed three schemes for the north administration offices, by examining the site's allowable buildable areas, and the impact of the building on the site. The different schemes, using different building footprints, responded to the desire to retain the existing trees on the site. The first scheme retained all of the existing trees, but the building footprints were not complementary to other environmental systems and building materials. The second scheme, represented by two simple bars, relates well to the north meadow and responds well to the natural systems, solar access and wind, of the site; this scheme retains most of the existing trees. The third scheme, a single, long bar, represents a diagram that responds most appropriately to the environment, but removes part of the long stand of trees.

The second scheme is the preferred scheme, and the design team presented the concept design based on this scheme. The buildings, conceptually, would be the boulders within the forest. These boulders, containing the utilities, would provide protection from the stronger winds, and the main administration office spaces would be adjacent to these building anchors. This design parti, a tent adjacent to the boulders, represents a suitable response to all aspects of the site.

Key Commissioner Comments and Concerns

- Would like the design team to clarify the approach to the design of the Discovery Village from the

entire zoo.

  - Proponents stated that the main path swings west around the primate house. The design team participated in many workshops, and discussed whether or not the path should lead directly into and through the main area of the Discovery Village; the path does have sufficient capacity for this option. However, the path will lead people through the edge of Discovery Village and into this area through a main gateway; this will allow people an opportunity to bypass the Discovery Village on a busy day. The primary entrance in the rain forest café would be through the main area of Discovery Village.

- Appreciates the presentation of alternatives for the north administration offices. Urges the design team to consider the design approach to be truly sustainable, and consider the parking lot part of the site. Is concerned that space for cars is always considered inviolable. Wonders if the design team has considered the parking lot as a potential site for these buildings.
  - Proponents stated that this is a valid point. However, part of the Zoo's legal agreement, through the transfer of the Zoo from the City of Seattle to the Zoo Society, states that the zoo cannot extend to the north. This agreement also includes commitment from the City to help the Zoo finance additional parking facilities. Further stated that the long-range plan is very specific regarding the development of the edge of the zoo.
- Would like to know the height of the administration offices.
  - Proponents stated that there would be 30,000 to 35,000 square feet of office space, and the main office building will be two stories. Further stated that a portion of the program would be located within the basement, and 70% of the program consists of open office space. Further stated that the cafeteria and the board room would be in the smaller building to the west.
- Recognizes that if this were still a City project, the Zoo would participate in the 1% for Art program. Urges the Zoo Society to continue to fulfill these goals and include 1% of the construction costs as funds for artist collaboration.
- Would like to know if the last row of parking, shown adjacent to the north administration offices is existing parking.
  - Proponents stated that this is existing parking, and the parking layout is determined by the 57th Street right-of-way. Further stated that this project does not include additional parking spaces, and only the last edge of parking spaces would be modified. Further stated that the building footprint cannot extend past the fence edge.
- Appreciates the design team's design parti focusing on the notion of boulders. Hopes that the architectural manifestation of this idea also includes an architectonic study of northwest building typologies.
  - Proponents stated that the concept design does not represent the physical building design of the offices. Further stated that the building would be an educational tool for others to understand sustainable building design, design that is responsive to the environment.
- Is confused about the design parti of the Discovery Village. Would like to see a clearer analysis of the existing conditions. Believes that the proposed circulation, in relation to the rain forest café is not clear, as portrayed in the diagram for the Discovery Village area. Would like the design team to explain how the strategy for the Discovery Village plan was conceived.

- Would like to know if the boulder diagram is literal, in terms of the physical building form of this idea. Would like to know if the architecture would attempt to mimic nature.
    - Proponents stated that some elements in the building would be more solid than others, but these figurative boulders would provide needed separation between the light and delicate open office areas. Proponents stated that the north administration office areas would be an obvious human intervention, but would express human's interdependence with nature.
- Would like the proponents to explain the hill near the carousel.
    - Proponents stated that this is an anchor at the end of the meadow. This hill is expected to be actively used by children as a rolling hill. Further stated that the design and shape of the hill was determined through the design of the carousel site. Through this construction, the irrigation system will be updated, and these improvements will enhance the landscape of the Australasia area. The peak of the hill is nine feet, and will provide a screen between the meadow and the office area.
- Feels that there is disconnection between either side of the path in this area. Encourages the design team consider the south edge of the site, and how this edge relates to the path and elements beyond the path.
- Would like to know if the design team has considered staggering the office buildings within the site, or if these buildings must be rectilinear, in relation to cardinal points. Feels that the buildings could twist, to better relate to the path. Believes that this would create exciting spaces in between buildings.
    - Proponents stated that some paths might be re-routed. Further stated that the long-range plan includes a new east-west connection at the south of the meadow, and this circulation would lead to the northern trail. Recognized that this is a good suggestion.
- Believes that a bar that follows the path would represent the design parti well. Encourages a simpler, straightforward approach.
- Feels that some older, economic buildings are beautiful and sustainable as an artifact. Would like to know what types of materials the team is considering. Recognizes that wood is natural, but it is not a renewable resource. Would like to know if another material would be more appropriate.
    - Proponents stated that wood is not necessarily more natural than steel, for example, as both must be altered through human intervention.
- Recognizes that some energy codes require reduction of glazing.
    - Proponents stated the design attempts to achieve a balance, as increased natural light also reduces the need for lights. Proponents stated that there are strategies create this fine balance between opacity and transparency.
- Would like to know how the Discovery Village relates to the new major entrance, which will be located on the west edge of the park.
    - Proponents stated that there would be only two major entries, and the west entry would be located between the Discovery Village and the administrative offices.
- Would like the design team to explain the "bull's-eye" in the central plaza of the Discovery Village.
    - Proponents stated that this is the focal point of the central plaza, and may incorporate a strategy to treat the site water and the roof drainage.
- Feels that the sense of place could be improved with further emphasis on gateways between and

within the Discovery Village area.

- Encourages the team to keep security concerns in mind. Would like to know if this construction would be phased.
    - Proponents stated that this development would be phased, in order to maintain the viability of the zoo. Further stated that some items must be completed before others can be started.
- Would like to see simple conceptual diagrams that explains the decisions driving the physical development of the Discovery Village, especially in terms of circulation.

17 Jan 2002 Project: **Waterfront Streetcar Improvement Project**
Phase: Briefing
Previous Review: 21 June 2001 (Briefing)
Presenter: Ethan Melone, Strategic Planning Office
Attendee: Ron Scharf, Seattle Transportation

Time: .5 hour (SDC Ref. # 220 | DC00236)

Discussion Summary: The Commission appreciates the briefing on the Waterfront Streetcar and would like to make the following comments and recommendations.

- **The Design Commission believes that the Waterfront Streetcar is a viable component of the Center City's transportation system, and hopes that these improvements will make this fact apparent;**
- **encourages the proponents to reinforce the integration of future and existing streetcar platforms and lines with additional pedestrian infrastructure improvements;**
- **feels that preservation of pedestrian access to the waterfront is critical;**
- **encourages the proponents to consider "park and ride" lots or areas at either end of the streetcar line, to further promote use of this system;**
- **commends the team for the identification of an incremental strategy, and is excited that some of the proposed improvements could be made independently of others;**
- **encourages the proponents to consider an additional station location adjacent to Myrtle Edwards Park;**
- **encourages the team to consider the establishment of activity nodes near streetcar stations; and**
- **looks forward to future updates on the development of this project.**

The Waterfront Streetcar has been operating along the waterfront since 1982, and the single track is two miles long. Streetcar service is currently limited and infrequent; therefore, it primarily appeals to tourists. The Strategic Planning Office (SPO) has worked to identify opportunities for improvement and extension of the existing streetcar system.

SPO has identified this project as a transit project, an economic development project, and an urban design project. While this project is not a regional transportation project, it can provide intermodal transit connections within the center city. The streetcar system provides closely spaced stations that typical regional and citywide transit systems cannot provide. An expanded streetcar network could support opportunities for economic development, such as the potential new cruise terminal at Pier 91. Finally, an improved streetcar system is also an urban design solution, as a fixed track transit system can make the connections between center city neighborhoods more legible to the general public.

Segment A- The northern-most extension would provide a connection to Interbay and Smith Cove. This segment takes advantage of the proposed cruise ship terminal.

Segment B- This segment would provide a connection within the Elliott corridor, and provide connections to many new employment centers.

Segment C- This would provide connections to downtown Seattle, and the planning of this segment is closely tied to the Alaskan Way Viaduct planning. This path would access a large right-of-way in front

of Pike Place Market.

Segment D- Improvements would be made to the existing system, to improve the frequency of service. These improvements could be made without significant impact on Alaskan Way and would include passing tracks at three locations. Alternatively, the full system could be "double-tracked."

Segment E- This would provide improved connections in the International District and provide access to the Weller Street pedestrian bridge.

Segment F- This extension would provide connections to the stadium area, but these improvements would conflict with current vehicle traffic and ferry holding lanes.

Key Commissioner Comments and Concerns

- As SPO addresses the urban design concerns of the streetcar project, hopes that the waterfront remains open and accessible. Is concerned that development may close off the waterfront.
- Would like to know how these improvements would be funded.
    - Proponent stated that this is part of King County Metro's system, and is actually listed among their bus routes. Through their budget process, they identify amounts to be spent in certain areas. Further stated that King County Metro would control the operational subsidies, but there are opportunities for partnerships to increase capital funding opportunities.
- Commends SPO for the work completed to date, and believes that the graphic brochure would be very effective as a tool for all to understand the extent and scope of these improvements.
- Believes that the comparative costs for this project are trivial when considering sustainable issues. Encourages SPO to stress increased ridership numbers in exchange for such minimal capital costs, compared to other projects.
- Does not believe that there is a single solution to the region's transportation problems, and this is an important step in the right direction.
- Believes that there may be opportunities to fund the central city improvements' capital cost through federal TIP funds.
- Encourages proponent to consider peripheral parking at the edges of the system, in Interbay or south of the stadiums.
- Encourages SPO to reduce the use of the work "historic." Hopes that this reduction might encourage the public to use the streetcar, in addition to tourists.
- Encourages SPO to eliminate the streetcar station at the stadiums. Feels that the stadiums should pay the capital costs for these types of improvements.
- Would like to know if streetcars can travel up steep grades, recognizing that they did in the past.
    - Proponent stated that a grade greater than 6% or 7% requires a cable car system.
- Commends SPO for the identification of an incremental approach for improvements. Believes that this would be very effective. Would like to know if the streetcar could extend to South Lake Union, connecting these two water bodies. Would like to know if the team has considered additional

streetcar stations adjacent to Myrtle Edwards Park, in the northern segment of the extension.

    - Proponent stated that the single station proposed in this segment is centrally located near Myrtle Edwards Park, and agreed that an additional station at the north end of the park could be considered.

- While the historical aspect of a fixed track can be used beneficially to promote ridership, feels that the image-ability of the streetcar as a viable transit alternative would be improved if SPO proposed and developed activity nodes at stations. Feels that SPO should overlay the bus system with the streetcar system, to identify ideal opportunities for activity nodes.

- Recognizes that this system should complement other systems. Would like to know if SPO is speaking to agencies of other systems, such as the monorail.

    - Proponent stated that this system is complementary to other systems. Further stated that SPO has met with other agencies, and if the monorail route was along Alaskan Way, these improvements would be redundant, but other routes would allow optimal transfer stations between systems. Other transit systems require further station spacing in order to maintain optimal speeds.

- Recognizes that it will be a challenge for SPO to convince people that this streetcar system is not a tourist attraction.

17 Jan 2002	Project:	**ProParks Open Space Acquisition**
	Phase:	Briefing
	Previous Reviews:	3 May 2001 (ProParks Briefing), 5 October 2000 (Parks Development and Levy Implementation Briefing)
	Presenters:	Bill Blair, Department of Parks and Recreation (Parks Department) Don Harris, (Parks Department)
	Attendees:	Marilynne Gardner, City Budget Office Robert Scully, CityDesign Helen Welborn, City Budget Office
	Time:	.75 hour (SDC Ref. # 169 | DC00226)

Discussion Summary: The Commission appreciates the informational presentation and would like to make the following comments and recommendations.

- **The Design Commission urges the Parks Department to think strategically and identify ways by which they could maximize the benefits of the ProParks Levy;**
- **encourages the Parks Department to collaborate with other City departments and private developers to identify acquisition opportunities;**
- **encourages the Parks Department to collaborate with CityDesign and the work completed to date on the Open Space Strategy;**
- **commends the Parks Department for the exceptional approach; and**
- **believes that the Parks Department is thinking strategically but responding specifically, which will ensure success in the future.**

In the November 2000 election, voters approved the ProParks Levy. This Levy has many components, and will allow the Department of Parks and Recreation (Parks Department) to acquire more green spaces and property in urban villages that were identified in many neighborhood plans. The Parks Department presented an update on the Parks and Green Spaces Acquisition Program (Acquisition Program).

The Acquisition Program responds to many neighborhood planning projects, and begins to mitigate the effects of increased density and development. The Acquisition Program addresses different sectors of Seattle, and does not focus solely on vacant property, but also identifies property in viable, active locations.

North Division Acquisitions
Northeast Sector

North Open Space Acquisitions
Lake City Civic Core Acquisition
Northgate Park Acquisition

Northwest Sector

Green Lake Open Space Acquisition
Whittier Substation Acquisition
Ballard Park Acquisition

Central Division Acquisitions
Central East Sector

Capitol Hill Park Acquisition
Central Area Park Acquisition
First Hill Park Acquisition
Bellevue Substation Acquisition

Central West Sector

Queen Anne Park Acquisition
Smith Cove Acquisition

South Division Acquisitions
Southeast Sector

York Substation Acquisition

Southwest Sector

Delridge Open Space Acquisitions
California Substation Acquisition
Morgan Substation Acquisition
Sylvan Way Acquisition
Alki Substation-1 Acquisition

Citywide Acquisitions

Green Spaces- Includes acquisition of properties to fill gaps in the existing public ownership and preserve continuity within the City's designated Greenspaces (greenbelts and natural areas) and open spaces or other areas.
Acquisition and Development Opportunity Fund- Provides for acquisition and new development projects identified by neighborhood or community groups.

<u>Key Commissioner Comments and Concerns</u>

- Would like to know if there are obvious links between the Acquisition Program and the CityDesign Open Space Strategy.
    - Proponents stated that the connections between these programs are desired, but the Open Space Strategy is a large visionary strategy with a 100-year framework. The Parks Department hopes to identify acquisition opportunities that are presented in the Open Space Strategy. Proponents stated that there are a few small parcels on Westlake Avenue, which is a significant part of the Open Space Strategy, and there may be opportunities to work with developers and buy a portion of a project under development.
- Recognizes that there are opportunities to work with the triangles along Westlake Avenue, but feels that the open spaces should be usable. Would like to know if the Parks Department had identified large open spaces in Denny Triangle.
    - Proponents stated that there may be some opportunities for street closures, in order to create viable open spaces from these triangles along Westlake Avenue.

- Feels that there should be significant coordination and collaboration between the Parks Department and the development community in order to recognize significant open space opportunities. Informs the proponents of one project in which a developer plans to improve an existing open space as an off-site benefit for a street vacation. Believes that this First Hill open space, at Harborview Medical Center, is a central First Hill site.
    - Proponents stated that they would investigate this opportunity.
- Recognizes that the open space acquisition criteria addressing the needs on Queen Anne focus on sites identified by the neighborhood plan and undeveloped sites in the QA Urban Center; the selection criteria also addresses urban design concerns and the nature of adjacent uses. Would like to know if the site selection criteria in other neighborhoods are similar, or if the selection criteria are more opportunistic.
    - Proponents stated that there are three categories of selection criteria that the Parks Department uses to examine open space acquisition. The categories include affordability, neighborhood plan needs, and park suitability. Further stated that some of the open space acquisitions were specified in the Levy. Further stated that Opportunity Fund applications have identified open space needs in under-served areas.
- Supports the Parks Department's efforts to examine opportunities in small areas and triangles, such as those along Westlake Avenue. Urges the Parks Department to work with Seattle Transportation to promote traffic flow improvements and pedestrian safety.
- Encourages the Parks Department to recognize an additional area, housing in the north lot of the old Kingdome site, might present an opportunity for an open space acquisition or investment in the future.
- Recognizes that the Parks Department has added streams to the list of open space acquisition opportunities, and is encouraged that this recognizes systems other than those of the typical street grid.
- Recognizes that many substations are listed as open space acquisition opportunities; encourages the Parks Department to work with other departments, and use a map overlay of Seattle Public Utilities properties, Seattle City Light properties, and other departments to begin to identify the city's full system of parks.

17 January 2002 Commission Business

ACTION ITEMS	A.	TIMESHEETS
	B.	MINUTES FROM 6 DECEMBER AND 20 DECEMBER 2001- APPROVED
DISCUSSION ITEMS	C.	OUTSIDE COMMITMENT UPDATES- CUBELL
	D.	URBAN DESIGN RESOURCE CENTER STRATEGY- CUBELL
ANNOUNCEMENTS	E.	ETC/ MONORAIL WORK SESSIONS- JAN 23RD, 10AM-2PM, 36TH FLOOR, COLUMBIA TOWER
	F.	ETC URBAN DESIGN OPEN HOUSE- JAN 24TH , 5-9PM, SEATTLE CENTER-NORTHWEST ROOMS COMPLEX, LOPEZ ROOM
	G.	DESIGN COMMISSION RETREAT- FEB 7TH, 12-5PM

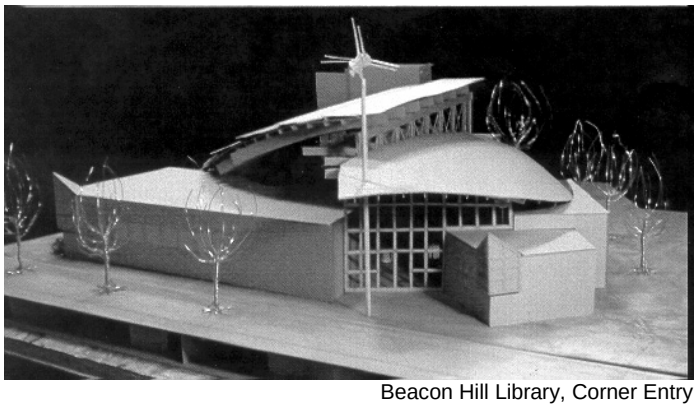
17 Jan 2002	Project:	**Beacon Hill Library**
	Phase:	Design Development and Street Vacation
	Previous Reviews:	18 October 2001 (Schematic Design and Street Vacation), 16 August 2001 (Concept Design and Street Vacation), 7 October 1999 (Siting and Scope Briefing)
	Presenters:	Don Carlson, Carlson Architects David Kunselman, Seattle Public Library Miles Pepper, Artist Barbara Swift, Swift and Company, Landscape Architects
	Attendees:	Beverly Barnett, Seattle Transportation Jess Harris, Department of Design, Construction, and Land Use Rosie Mullin, Carlson Architects George Nishi Julie Ann Oiye, Seattle Public Library Melanie Reynolds, Department of Neighborhoods Teresa Rodriguez, Fleets and Facilities Andrew Russin, Carlson Architects Mark Withrow, Carlson Architects
	Time:	1 hour (SDC Ref. # 221 | DC00107)

Action: **The Commission thanked the team for the presentation and would like to make the following comments and recommendations.**

- **The Commission commends the design team for their response to previous Commission concerns;**
- **is enthusiastic about the refined site development, including the maintenance of a continuous sidewalk and setbacks to fit the neighborhood context, the design of the parking area with landscape enhancements, and the design of the entry plaza at the corner, improved with art and landscape elements;**
- **encourages the design team to consider the brick wall of the adjacent building to be part of the rear courtyard landscape and an important design consideration;**
- **supports simplicity in the design of the column supporting the entry awning and art sculpture;**
- **appreciates the natural light opportunities afforded by the roof design, as shown in section, but hopes that the structure does not detract from the light and playful roof forms;**
- **appreciates the integrated design of the kinetic art components, but hopes that the roof-runoff capture and treatment system will be more fully explored by all members of the design team;**
- **applauds the collaboration between the architect, landscape architect, and project artist, and looks forward to the excitement that the art pieces will bring to the library;**
- **approves the design development of this project; and**

- **recommends approval of the requested street vacation.**

The Beacon Hill Library will be located between Beacon Avenue South and 16th Avenue South, on South Forest Street. The site is significant, as it is at the south end of the Beacon Hill business district. The design team presented the project to the neighborhood, which prompted good comments and discussion. The design presentation will be displayed at the existing library for future public comment.



Beacon Hill Library, Corner Entry

The team presented the design development of the library, which has responded to previous Design Commission concerns. The library setback along South Forest Street aligns with the setbacks of the housing context, and the library façade is straight along this edge.

Along the Beacon Avenue façade, the meeting room is a projecting box, activating this pedestrian edge. The exterior facades will likely be finished with two-foot by two-foot slate tiles; the meeting room may be an accent color, such as orange, while the remaining facades will be green, gray, or purple. The ribbed metal panels on the roof will be galvanized, weathered steel. The entry plaza addresses the corner of South Forest Street and Beacon Avenue South, and will be paved with colored, patterned stone.

The varying roof planes create an opportunity for clerestory windows, which will offer a view of the sky and improved natural light. The design team has worked with engineering to model the natural ventilation of the building. The design team also hopes to fine-tune the building design through studies at the Lighting Lab, in order to make the most efficient use of natural light as the interior light of the building. There will also be corner "lanterns," at the southwest and southeast corners that will be lit at night.

The existing streetscape is elegant and simple; the existing street trees will remain, and there will be additional deciduous trees in the parking lot. The parking lot will be framed with a columnar evergreen material. Landforms, planted with vegetation and moss will frame and orient some spaces within the building, such as the primary entry axis and the main reading room. At the northeast corner of the building, there will be a small green space to buffer the building from the street. There will be a tiny courtyard space on the west side of the building, sloped against the building with bumpy moss.

Beacon Hill Library, Floor Plan

The artist has used the notions of discovery and exploration, primary uses of a library, to drive the art

design for this project. The boat also provides a strong metaphor for travel, exploration, and voyage. The art piece at the entry of the building will be an image that recalls fishes, birds, insects, or boats. This weather vane, a metal sculpture, will have dynamic pieces that will fall close to the body of the sculpture in high winds, becoming more aerodynamic. The shape and structure mimics the library's architecture. The roof drains will also developed as a water feature, based on the project artist's design. These will resemble a bird's beak, and will collect water to a certain point at which the water pours from the beak. These will be aluminum, riveted copper, and stainless steel.

Key Commissioner Comments and Concerns

- Would like to know if the concrete of the sidewalk along Beacon Avenue South and South Forest Street would be tinted, beyond the public plaza.
    - Proponents stated that the paving elements would extend from within the entry vestibule to the public courtyard at the corner, but these paving materials and colors would not extend beyond the library's property line. Further stated that these sidewalks would be gray, and would contrast with the public plaza at the entry.
- Would like to know the nature of the column beneath the art piece at the corner. Would like to know if guywires would be used to support the piece, to further promote the boat theme. Appreciates the verticality of a single column.
    - Proponents stated that a steel tube would support the piece; at the top of the column, additional steel tubes, twisted around each other, would splay at the top to support the full weight of the art piece.
- Agrees that there should be fewer "limbs" at the top of the column.
- Is concerned about the shape of the meeting room, recognizing that it extends beyond the dynamic roof.
    - Proponents stated that there would be a parapet along the roof of the meeting room, and the roof drainage would be controlled.
- Is concerned about the landscape design of the northeast corner of the building. Recognizing that there is a significant overhang in this area, does not believe that the plants in this area will receive sufficient sunlight.
    - Proponents recognized this valid concern and stated that there is a palette of plants to consider for this area. Further stated that this planted area is meant to keep people away from the building. Further stated that the curved roof would pull back from this edge to a greater extent than that which is portrayed in the model.
- Hopes that the roof form is not ruined through considerations of the landscape design. Encourages the design team to consider the plant selection carefully, with these conditions in mind.
- Recognizes that the parking lot is setback from South Forest Street, in order to maintain the setbacks of the neighborhood. Would like to know if the parking concerns have been resolved.
    - Proponents stated that the west building façade, facing the parking area, has been refined, and there will be a landscape buffer between the parking area and the building. The existing vegetation on the west edge of the site will remain. Further stated that this design portrays only twenty-four parking spaces, which does not meet code requirements and requires a variance.

- Commends the design team for the resolution of the south façade design and believes that these changes have responded to previous Commission actions. Feels that the adjacency between the sidewalk and the building edge is important.
- Feels that the public plaza is well protected from Beacon Avenue South, and the design of this corner addresses the Commission's previous concerns.
- Supports the requested vacation, based on the design development drawing that the team has presented. Feels that this design has resolved many previous concerns.
- Would like to know if the water, collected from these roof drains, could be collected or directed to a recycling, re-use system.
    - Proponents stated that this concept has been discussed. Further stated that these drains may be directed to the main landscaped areas.
- Believes that the interior-exterior relationship is great, and believes that the view through the building will be exciting. Encourages the proponents to refine design elements and visual elements that reinforce these events, such as the lanterns.
- Is concerned about the roof and the structural elements required for these forms. Hopes that the clerestory windows and other views will not be affected by this structure.

Key Visitor Comments and Concerns

- A representative from Seattle Transportation (SeaTran) stated that they are reviewing this vacation application, and no serious issues or concerns have been identified. Further stated that there are some concerns about the pedestrian access across Beacon Avenue South, but otherwise, there are no serious vacation issues.

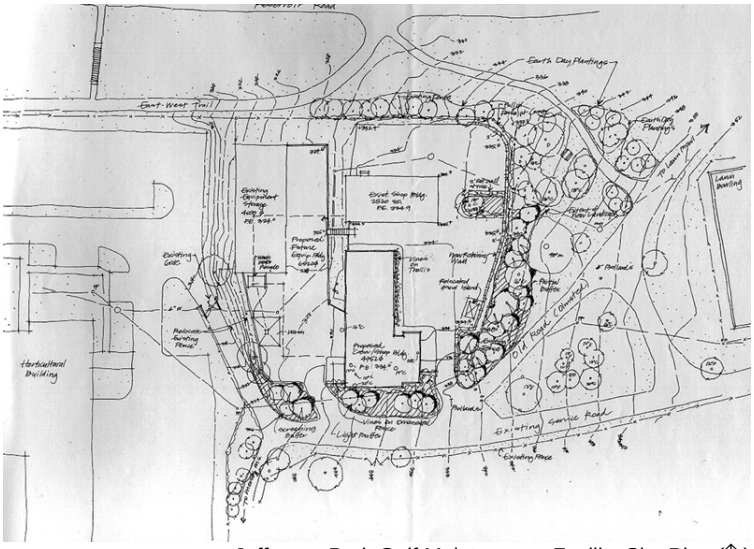
17 Jan 2002	Project:	**Jefferson Park Golf Maintenance Facility**
	Phase:	Schematic Design
	Previous Reviews:	7 December 2000 (Schematic Design)
	Presenters:	Fritz Hedges, Department of Parks and Recreation Wayne Ivary, Ivary and Associates Architects Karen Kiest, Murase Associates
	Attendees:	Marilynne Gardner, City Budget Office Ron Gibbs, Seattle Golf Peter J. Guzzo, Seattle Golf Frederica Merrell, Jefferson Park Alliance James Weir, Jefferson Golf Helen Welborn, City Budget Office
	Time:	.5 hour (SDC Ref. # 169 | DC00206)

Action: The Commission appreciates the presentation and would like to make the following comments and recommendations.

- **The Commission appreciates the design team's thorough response to a myriad of community concerns and previous Design Commission comments;**
- **appreciates the presentation of the landscape plans, which better explain the proposed improvements;**
- **encourages the team to continue the landscape buffer at the northern edge of the service yard;**
- **encourages the team to plant additional cedars elsewhere in place of those that will be removed for the construction of this project;**
- **supports the single-story design as proposed but is encouraged by the phased approach to facility development with the prospect of upper floors in the future; and**
- **approves the schematic design of this project.**

The Jefferson Park Golf Course, on the east side of Beacon Avenue, is one of the City of Seattle's five golf facilities. The scope of this project includes renovations of two existing golf maintenance facilities in the northeast area of the site; the existing golf maintenance buildings are not safe, nor do they provide sufficient storage space. These buildings, totaling 6,500 square feet, would contain the crew facilities and equipment storage. The project includes construction of a new 4,700 square foot facility to meet code and provide acceptable maintenance accommodations for the golf course. The proposed crew/ shop building would be a simple park building, of the same character as the existing building. The design team has made significant changes to respond to previous Commission and community concerns. The design team has also worked with the Portico Group, to coordinate the golf maintenance facility design with the Jefferson Park site plan.

The design team has tried to site the proposed crew/ shop building in response to many conditions. A path, which is part of the original Olmsted design, must be maintained. Circulation access to Jefferson Park and the Community Center from Asa Mercer Middle School must be maintained as well. The design team is also working with a landscape architect, to improve the edges around this facility, and



Jefferson Park Golf Maintenance Facility Site Plan (↑)

improve the landscape buffer between these facilities, the pathways and the park.

The design team developed additional schemes to respond to community input. Through the first scheme, the proposed crew/ shop building would be to the west of the service yard, and the existing buildings would be renovated. A second phase of this scheme would include the demolition of the existing buildings; this square footage would be replaced through addition to the proposed crew/ shop building, constructed in the first phase. A second scheme would demolish the existing shop building, and accommodate the required square footage in a new large building in the center, with a compact service yard. The third scheme would include the demolition of the existing buildings and construction of a new two-story building, completed in a single phase; this is the most expensive scheme. The design team worked with the community to address the path designs and needs throughout each of these schemes.

Due to budget concerns, the first scheme is viable. The new facility would be built to the west of the existing service yard, and would contain crew space, the shop, and maintenance materials. The design team has worked with the community, through site plans, site elevations, and site sections, to show the scale of this contextually responsive design. The existing buildings would be renovated, and the low profile buildings would also screen the maintenance area from surrounding pathways.

The landscape architect has worked with the design team on each scheme, and presented the landscape design concept plan for the preferred plan. The site has changed since the previous Commission meeting, and Earth Day plantings along the north edge and additional plantings beyond the fence of this site have created a dramatic buffer. Due to the siting of the building, some of the existing cedar trees will be removed. Paths around the site have also been improved and the landscape architect will work with the Portico Group to ensure that the paths are consistent with those proposed in the Jefferson Park master plan.

<u>Key Commissioner Comments and Concerns</u>

- Commends the design team for the thorough presentation, explaining the history and complexity of this project.
- Commends Seattle Golf and the Parks Department for working together to resolve so many of the concerns presented by this project. Feels that the scheme is successful and will be within the budget. Would like to know if the team has identified the project materials.
    - Proponents stated that there would be a metal roof on the new and existing buildings, and the maintenance facilities would be green.

Key Visitor Comments and Concerns

- A representative from Jefferson Park Alliance appreciates the design team's efforts to work with the community. Supports the design alternative in which construction would be completed in one phase, and does not support additional construction in twenty years to complete the full golf maintenance facility. Believes that this project should be completed before the final Jefferson Park Master Plan construction is completed. While the price of construction is greater, feels that this alternative is more cost effective. Also, prefers this scheme because the building footprint would be smaller, and would be located on the east edge of the site. Encourages the proponents to consider the long-term implications of each scheme, rather than the current budget concerns. Believes that the preferred scheme eliminates some major mature cedar trees, which provide a buffer for the golf maintenance facility buildings. Under the preferred design proposal, would request additional landscape mitigation on the northwest edge of the property, as it adjoins the horticultural facility.

17 Jan 2002	Project:	**Potlatch Trail**
	Phase:	Update
	Previous Review:	5 August 1999 (Briefing)
	Presenters:	Roger Fernandes, Seattle Arts Commission Project Artist David Hewitt, Hewitt Architects Margo Polley, Seattle Center
	Attendees:	Jeff Benesi, Hewitt Architects Lyle Bicknell, CityDesign Marcia Iwasaki, Seattle Arts Commission Don Loseff, Seattle Center Ron Scharf, Seattle Transportation
	Time:	.75 hour (SDC Ref. # 220 | DC00197)

Action: The Commission commends the team for the presentation and would like to make the following comments and recommendations.

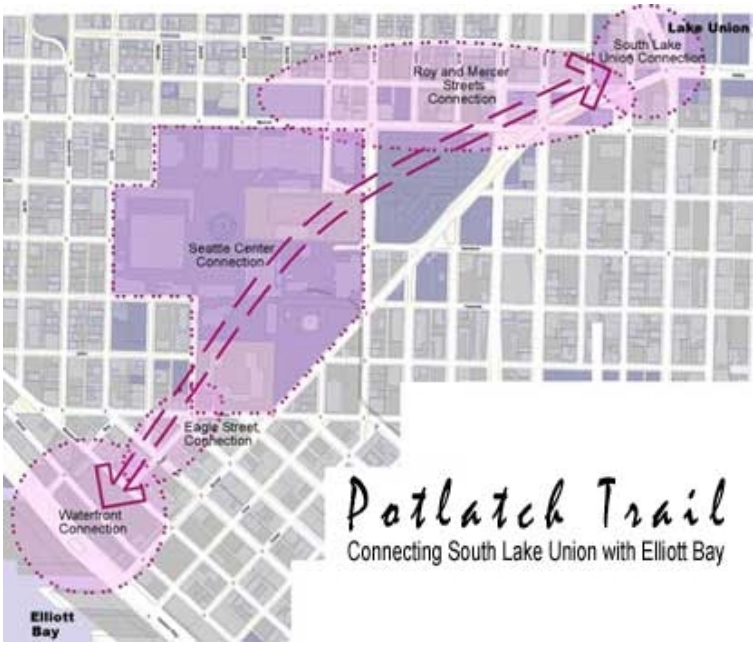
- **The Commission would like to reiterate the actions of the previous Commission meeting on 5 April 2001;**
- **supports the general direction and rethinking of the project, including the name of the trail;**
- **encourages the team to develop an implementation strategy that allows the trail to be built incrementally, so that pieces can be done as opportunities arise, to determine the overall concept of the trail;**
- **because the future of the project is uncertain and depends on the Alaskan Way Viaduct alternatives, the Commission encourages the project team to identify temporary and inexpensive ways in which the public can begin to understand the meaning and design intent of the trail; and**
- **encourages the team to develop a web site and host special events along the trail to begin to tell the story of the trail.**

Historically, Seattle Center has been a site and an area for ceremonies; this bicycle and pedestrian trail, connecting South Lake Union to Elliott Bay, is meant to celebrate this history. The project proponents explained the "Potlatch" is actually a misnomer, and the Native Americans of this region did not typically have potlatch. South Lake Union, Queen Anne, and Belltown neighborhoods have all incorporated the Potlatch Trail in their neighborhood plans, and the proponents have received support from other City agencies. The concept plan was completed in March 2001, and the Seattle Center hired Hewitt Architects to work on the design, and has worked with the Seattle Arts Commission to identify a project artist.

The schematic design is under development, and the team has been working on a technical analysis of the route and an examination of the utilities and other existing elements. The team has also been working to refine the intended character of the trail, to better understand the nature of the interpretive exhibits, and the story behind the trail. The Alaskan Way Viaduct is a primary concern along the route; the concept alternatives for the Viaduct will all significantly affect the route of the trail that was developed in the concept design stage. The technical analysis has stopped, and will not resume until the Viaduct alternative has been identified.

Seattle Center hopes that the trail not only a transportation link, but a destination that inspires and

surprises people. The team hopes that the design itself would express the Native American view of the world, not in a gratuitous manner or in an applique manner, but as a philosophy. To begin to define the character of the path, Seattle Center hosted a Day of Learning. The dialogue focused on three primary themes; the name of the path, how to honor Native Americans, and the attributes or character of the path. The name "Potlatch" is incorrect, but it is also insulting. The future name of the trail will develop throughout the design process, but will be a Native American word.



Potlatch Trail Route (↑)

The concept design of the path recognizes the need to honor historic Native American wisdom that applies to perceptions of the differences and connections between cultures. The path will make this dialogue visible. The design team hopes to set aside traditional perceptions of physical things, instead addressing the trail as a story and different form of communication. The design team has been meeting with the project artist to identify the tone of the stories, and how these stories would apply to the design of the trail.

The project artist explained the culture of the Puget Sound Native American tribes, and how these tribes could be honored through the trail. These tribes recognize that the northwest is a rich and abundant paradise, and honored their relationship with the environment and the animals of the environment. These tribes honored this abundance by living simply and humbly, without altering it significantly. "The Changers" represent stories that explain those who change their environment, and Native Americans applied these stories to the pioneers in the Puget Sound, who have changed the landscape to a point beyond recognition. The trail should capture the essence of these stories, and the essence of Puget Sound's Native American culture. The design team has some early concepts regarding the ideas of judgement, myth, environment, cultural attitudes, materialism, wealth, and gratitude, but is not yet certain how this will be expressed on the trail.

<u>Key Commissioner Comments and Concerns</u>

- Commends the proponents for the current direction of the project. Feels that the story, showing the tensions between an historical humble existence and the current culture that constantly demands change is compelling. Would like to recognize that the Washington state's Growth Management Act (GMA) has recognized the need to minimize these changes. The boundary will encourage some sacrifice from those in Seattle to protect some of the land beyond. Recognizes, however, that these tensions still exist and there are many symbolic stories to tell.
    - Proponents agreed and stated that judgement is another story that must be told on the trail, and the trail should recognize that people are still trying to learn about the impacts

of change.

- Recognizing that the path of the trail is undetermined. Hopes that the proponents may still follow the "changing" story of the trail, and consider this an opportunity to develop a system of educational or interpretive prototypes.
    - Proponents agreed and stated that they have considered this. The team would like to do some type of demonstration of a temporary nature.
- Recognizes that in downtown Los Angeles office lobbies, there are monitors displaying traffic conditions around the city. These monitors are not bound by a physical limitation; encourages the team to consider a similar high-technology interim program to locate some of the stories, in an artistic way, to create a virtual trail.
- Encourages the team to consider children and the nature of their stories about their surroundings. Believes that this project could help children develop a sense of civic responsibility. Believes that dialogue requires reflection space, and the path should encourage people to slow down and begin to tell and understand the story.
    - Proponents agreed and stated that the nodes along the path must be proactive enough to get people interested. Further stated that the cadence of the path will help to tell the story, and encourage people to slow down. Further stated that Native Americans believe that current cultures feel the need to be anonymous, and do not converse, while Native Americans were taught to welcome and speak with strangers. The trail must train people to trust each other, and there needs to be opportunities along the trail for this to happen.
- In addition to the temporal aspects of the trail, feels that the trail should teach people to make eye contact, and encourage people to see beyond their blinders.
- Encourages the team to continue to consider children and their unique perspective when designing the route. Feels that most exhibits are oriented towards the average adult.
- Urges the team to organize a broad community-engaging event to encourage the community to begin to imagine the trail.

17 Jan 2002 Project: **Design Review Update**
Presenters: Brad Gassman, CityDesign
Vince Lyons, Department of Design, Construction and Land Use
Cheryl Sizov, CityDesign

Time: .75 hour (SDC Ref. # 121 | DC00248)

Discussion Summary: The Commission appreciates the continuing conversation and analysis of the Design Review Program. The Commission will respond to the draft Evaluation Report by the January 31, 2002 deadline and looks forward to the development and improvement of the program, in response to many stakeholders' comments.

The Design Review Board staff presented an update on the Design Review Program Draft Evaluation Report. The report is a summary of issues and potential recommendations for "finetuning" the Design Review Program. The current Design Review process is effective, as only one project, out of 121, was appealed through October of 2001.

Through this analysis, several themes emerged, including program staffing and administration, board operations, design review process, and program effectiveness. The final theme, program effectiveness, is meant to examine whether or not the work of the other three themes is effective. The report outlines subordinate issues in each category. In 2002, the team hopes to identify ways to implement these solutions with existing resources. The report will also identify long-term changes that can be made beyond 2005.

Key Commissioner Comments and Concerns

- Would like to know if staff can document the City staff hours saved by reducing the number of appeals. Feels the team must present economic arguments for this program.
    - Proponents stated that this might be feasible.
- Feels that the report's primary concerns should be outlined in a very perceptible framework.
    - Proponents agreed and stated that the DCLU's Codes, Policies, and Community Relations (CPCR) staff suggested that the report should address code departures, and whether or not the Design Review Program addresses these departures.
- Believes that this report is an excellent step. Feels that the public outreach should be improved, and should not be buried in Board operations sections of the report.
    - Proponents stated that this used to be a separate section in the previous draft, but agreed that this could be broken out into a separate section. Further stated that there are so many facets to address, when examining this concern.
- Believes that there should be a handbook for presenters, to ensure that the meetings run smoothly and are consistent. Feels that these documents should follow a certain level of detail, relative to the stakeholder, and these documents should be marketed.
    - Proponents stated that there are many wordy documents for presenters to follow, including Director's Rules, Client Assistance Memos, and Design Review Guidelines.
- Feels that it is confusing to keep track of the most current publication.

    - Proponents stated that this process has allowed them to look at this program with a fresh look. Recognized that these improvements need to be made, and further direction should be given to DCLU staff to ensure consistent meetings.

- Feels that the Design Review process should be self-evident and obvious, and the process that must be followed should be as clear and basic as a McDonald's menu.

- Would like to know how the Design Review process is implemented throughout the full project. Would like to know if there is a way to ensure that the guidelines are implemented, through the MUP process, for example.

    - Proponents stated that the link between the MUP process and the Design Review process is weak. Further stated that some planners have reviewed projects in which certain items were changed after the review process. Is not sure that a pre-construction conference would fully address this concern, and there is not a definite system for this type of review.

- Would like to know if there is a mechanism by which DCLU can say no to a project that has violated direction provided in the Design Review process.

    - Proponents stated that staff is not able to make these types of recommendations, or provide guidance as to whether or not a design element can be proposed in exchange for that which was suggested in a Design Review meeting.

- Encourages Design Review Board staff to continue to focus on the role of DCLU staff and their relation to the Design Review process. Hopes that the report identifies a range of options through which staff work is efficient.

    - Proponents stated that some improvement suggestions increase staff workload, while others reduce workload.

- Urges Design Review Board staff to write the mission of the Design Review Board at the beginning of the document.