



APPROVED MINUTES OF THE MEETING

Mike McGinn
Mayor

Diane Sugimura
Director, DPD

Marshall Foster
Planning Director, DPD

Tom Nelson, Chair

Osama Quotah, Vice Chair

Bernie Alonzo

Brodie Bain

Seth Geiser

Debbie Harris

Laurel Kunkler

Shannon Loew

Martin Regge

Ellen Sollod

Michael Jenkins
Director

Valerie Kinast
Coordinator

Joan Nieman
Administrative staff

August 1, 2013

Convened 10:00 am

Adjourned 4:30 pm

Projects Reviewed

Swedish Ballard Skybridge

Fire Station #32 – West Seattle Junction

Commissioners Present

Tom Nelson, chair

Osama Quotah, vice chair (arrived 10:30 am)

Bernie Alonzo

Brodie Bain (excused at 3:00 pm)

Seth Geiser

Laurel Kunkler (excused at 3:00 pm)

Shannon Loew (arrived 1:30 pm)

Martin Regge

Ellen Sollod

Commissioners Excused

Debbie Harris

Staff Present

Michael Jenkins

Valerie Kinast

Joan Nieman

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August 1, 2013 3:00 – 4:30 pm	Project:	Fire Station #32 – West Seattle Junction	
	Phase:	60% Schematic	
	Previous Reviews:	5-7-13 previewed 30% in committee	
	Presenters:	David Kunselman	FAS
		William Hepburn	Seattle Fire Department
		Mark Adams	Bohlin Cywinski Jackson
	Attendees:	Marcia Iwasaki	Office of Arts & Cultural Affairs
		Robert Miller	Bohlin Cywinski Jackson
		Mark Nakagawara	FAS
		Emma Nowinski	Bohlin, Cywinski Jackson

Recusals and Disclosures

There were no recusals or disclosures.

Purpose of Review

The purpose of this review was to provide recommendations on the 60%/schematic design of Fire Station 32 in the West Seattle Junction. The project was reviewed by a Design Commission subcommittee at concept because there was no time to do so with the full Commission. It is slated for another review at 90%/design development.

Summary of Proposal

This project involves the replacement of the existing Fire Station 32, built in 1966, with a new facility on the same site, funded through the Fire Facilities and Emergency Response Levy Program. The new 20,000 SF fire station will house an Engine company (E32), Ladder company (L11), Medic unit (M32) and Battalion Chief (B7).

The project is sited on a tight urban lot in the West Seattle Junction Hub Urban Village bounded by SW Alaska Street to the north, 38th Avenue SW to the west and alleys to the east and south. Zoned neighborhood commercial NC3P-40, the site is adjacent to a single-family zone to the south, and neighborhood commercial zones to the north, east & west with height limits of 40, 65 and 85 ft. The neighborhood is transitioning with older smaller buildings being replaced with multi-block mixed-use developments.

The proposed design accommodates apparatus bays for the ladder, engine, medic and battalion chief on the north part of the site exiting onto 38th Avenue SW, similar to the current station. The site slopes upwards towards the southeast allowing two levels of tandem parking spaces stacked on top of each other in the SE corner. Lower parking is accessed from the east alley and upper parking from the south alley.

The building design is comprised of four double-height apparatus bays flanked by two stories of building program. Upper and lower parking levels are accommodated within this two-story height. A third story of program extends across the south part of the site, and a basement area, also to the south, houses

additional program. A hose tower is centrally located on the site, which also accommodates an egress stair. Outdoor areas provide for vehicle maneuvering and fire fighter drilling exercises.

Summary of Presentation

David Kunselman presented information on the 2003 Fire Levy. Fire Station 9 in Fremont is under construction. The levy included 32 projects citywide. Fire Station 22 in Roanoke will be brought to the Design Commission for review soon.

Chief Bill Hepburn, the liaison between FAS and the Fire Department, explained that the battalion chief would be moved to this new facility after 30 years in “temporary” quarters. He also spoke about how fire station programming had changed. More space is needed because of higher standards for, among other reasons, decontamination of gear and equipment. The firefighters had been consulted on how the distinct functions of the facility—mechanical, administrative, 24/7 living quarters—could work together.

Mark Adams gave the presentation dated August 1, 2013, available on the [Design Commission website](#).

Summary of Discussion

The Commission commended the proposed program and the collaborative effort demonstrated by the design team. Certain elements warranted further resolution, but the Commissioners were confident that solutions were close at hand. There was a desire for more information about the proposed sustainability program, specifically the details and viability of the rooftop solar photovoltaic panels. The Commission encouraged the design team not to think of SW Alaska St as “back of house.”

Agency Comments

Marcia Iwasaki stated that the artworks shown are examples of the artist’s past work with huge budgets and does not represent the artist’s budget for Fire Station 32.

Public Comments

There were no public comments.

Action

With a **vote of 5 to 2**, the Seattle Design Commission approved the 60% design for Fire Station 32 at West Seattle Junction. The Commission thanked the team for an exceptionally clear presentation. Commissioners applauded how well the designers were able to fit the program on such a tight site. They found the concept strong and appreciated the language of the front volume. They recommended strengthening the expression of the east volume, on the alley side of the project. They asked for more attention to the site design and encouraged the team to integrate it better with the building design. The sustainability strategy should be further developed. The Commission provided the following specific recommendations:

1. Resolve the massing of the east part of the building, aligning and optimizing programming while harmonizing the building elements. This side of the building along the alley is visible from SW Alaska St and, instead of appearing to be back-of-house, should allow room for the public to engage with firefighters.
2. Consider paving options or soft treatment buffers at the rear apron and sidewalk along SW Alaska St to improve this area of the design.
3. Ensure the street trees provide transparency into the building along SW Alaska St.
4. Soften the hard-scape around the public entry on 38th Ave SW.
5. Explore differentiating pavement textures to visualize pedestrian routes on the front ramp.

6. Study daylighting options for the basement training area.
7. Be sure the PV rooftop panels are not shaded and are a cost-effective element.

The reasons for the votes against approving were as follows:

TN: Reservations about the lack of resolution of the eastern side of building, which was not at 60% design.

OQ: Agreed with TN. Material resolution not refined enough for 60%. Site design must be further explored.