



**Seattle
Design
Commission**

MINUTES OF THE MEETING

July 19, 2007

Greg Nickels
Mayor

Karen Kiest
Chair

Tasha Atchison

Pam Beyette

Evan Bourquard

Brendan Connolly

John Hoffman

Mary Johnston

Dennis Ryan

Darrell Vange

Guillermo Romano
Executive Director

Layne Cubell
Senior Staff

Projects Reviewed

Woodland Park Zoo – Penguin Exhibit
Fire Station 35—Crown Hill
Commission Business
Seattle Center Monorail Improvements
Design Awards 2007

Commissioners Present

Karen Kiest, Chair
Tasha Atchison
Pam Beyette
Darrell Vange
Dennis Ryan
Mary Johnston
John Hoffman
Brendan Connolly
Evan Bourquard

Convened: 8:30am
Adjourned: 3:00pm

Staff Present

Guillermo Romano
Layne Cubell
Tom Iurino
Vivian Chang



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|---------------------|----------------------|--|
| 19 July 2007 | Project: | Zoo – Humboldt Penguin Exhibit |
| | Phase: | Pre-Concept Design |
| | Last Reviews: | none |
| | Presenters: | Monica Lake, Woodland Park Zoo Becca Hanson, Studio Hanson Roberts |
| | Attendees: | Bob Hutchinson, Rice Fergus Miller Architects Ed McManamna, Rice Fergus Miller Architects |

Time: 1.0 hours

(SDC Ref. #169/RS0612)

Action:

The Commission appreciates the very early introduction to this project, the LEAN process and approach to this project’s design and approves pre-concept design work with the following comments:

- **The Commission looks forward to reviewing this project alongside the new West Entry project**
- **Given the likely popularity of exhibit, give consideration to more generous access and entries and to expanding the physical scope to lingering areas surrounding the exhibit.**
- **Pay special attention to improving the journey out which is less developed than the journey along the animal side of the exhibit.**
- **Explore public access to Trawler element and also consider back of house views.**
- **Odor may be an issue and deserves attention of Zoo staff and the design team.**
- **The Commission encourages the investigation of alternative life support systems which includes the potential for bio-filtration of the exhibit’s water element.**

Disclosures: Commissioner Vange disclosed previous involvement with the Zoo Board and the Rainforest Cafe and Commissioner Connolly disclosed previous involvement with the Zoomazium exhibit.

Proponent’s Presentation

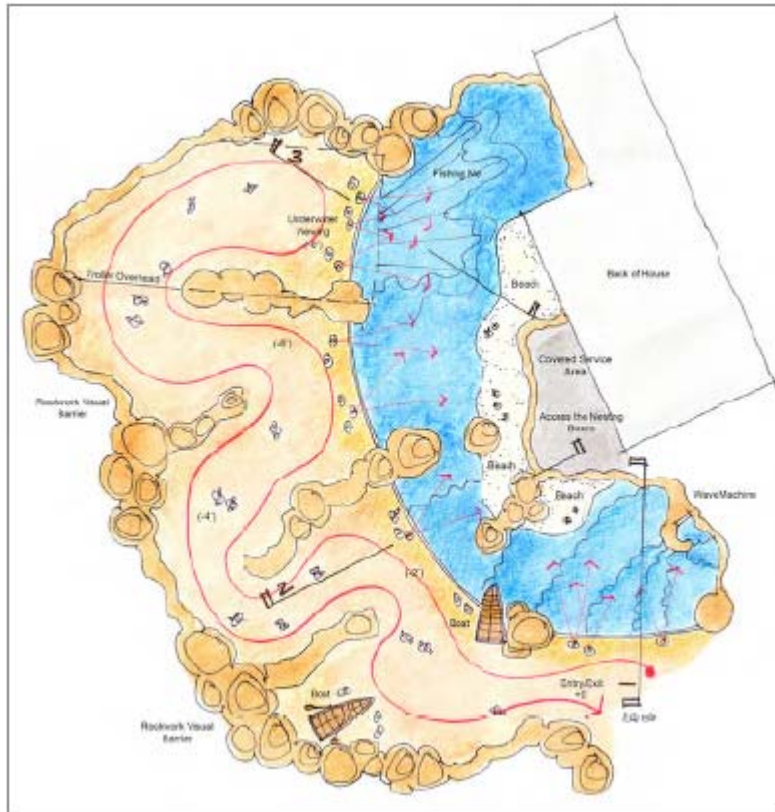
Urban Context

The consultant selection was in June. This project is the first at WPZ to use the new LEAN process which brings development, conservation and education staff together early on and continues with them throughout the project. The goal is to reduce time for project development (from design to construction) from 18 months to 8 months. This process was derived from the 3 P process common in manufacturing industries such as Boeing. To date Woodland Park Zoo has received \$3 million in funds towards this project.

Humboldt penguins are native to the coastal desert biomes of South America, particularly Chile and Peru, which are the northernmost regions for these penguins. This species of penguins are not indigenous to Antarctica, they don’t live on ice. The current population is estimated to be approximately 15,000. The exhibit will accommodate 20 breeding pairs of penguins and their offspring. Active water conditions and replication of habitat will be a central part of the exhibit with the intent that it will simulate natural responses. The schedule calls for the completion of the

design in 2007, with construction occurring in spring of 2008 and the exhibit will open in spring 2009.

The Desert was identified as one of the exhibit scenarios in the 1976 Zoo Long Range Plan and Humboldt Penguins are specifically listed in the Desert Exhibit in the 2004 Long range Physical Development Plan adopted in 2004. The Penguin Exhibit will be the first exhibit visitors experience when they enter via the proposed new West Entry. The exhibit will replace the current Penguin pool, which was built out of a former Sea Lion grotto. The site diagram shows the future location of this exhibit.



Preliminary Concept Plan for Penguin Exhibit

Next Steps

The Preliminary Concept plan and related sections will be confirmed at a concept design workshop with staff. The budget will be tested, as research and investigation of visitor flow, circulation, site orientation and habitat systems work develop the design concept. A full-scale mock up has been built of the proposed concept that has allowed zoo staff to test the design.

Key Commissioner Questions and Comments

- Will this project go out for public bid?
 - Yes the project will be publicly bid but we are not sure yet what contracting method we will use.
- Can you review again how this exhibit fits into Master Plan?
 - The exhibit is adjacent to the new West Entry , most likely to be located north of the Rainforest Café. It is still not settled completely.
- How will you deal with the smell of the penguins that you alluded to early on in the presentation?

- We will be looking at materials and land forming with sensitivity to that issue.
- Will the natural habitat for penguins be replicated with sand and rock?
 - Rock will certainly be used, but sand is a health issue so that is currently being debated.
- What do 3 Ps stand for in the LEAN process?
 - Procedure, process and product
- How will you look at visitor flow of exhibit given the grade down to deep water viewing area and is it necessary to locate single point of entry/exit?
 - The continuous 5% or less grade is for universal access and currently we believe a constrained site makes a single entry/exit necessary. This grade also fits the exhibit design philosophy at the Zoo of protecting cross views. Also, the Zoo has educational goals for layering and interpretation.
- How does this exhibit fit within larger pedestrian circulation system of Zoo?
 - Most visitors now come from south, but that will shift in the future with the construction of the new Garage.
 - We are looking at that closely in early design work and will address this key question.
- The trawler element to show human use of habit is exciting, but have you thought of allowing visitors to have access and go inside? Also, consider view of children – and create special experiences for the very young, too.
 - That is a great idea; we can explore these points further.
- Will service access for the exhibit be visible? It is important to consider all viewpoints and corners even the back of house.
 - No, because part of the Zoo’s operation is to obscure that through vegetation and different land forms, always keeping the immersive experience in mind.
- Location seems to be “prime real estate” and this will be actively used as both a destination and holding area for west entry. Therefore, these two projects need to be designed together in an integrated way.
 - The West Entry Project design team is just getting on board, but will have considerable dialogue with the Penguin Exhibit team.
- Need more lingering spots, this will be a popular exhibit and appreciate goal of immersive experience, but consider an upper deck and viewpoint.
- We appreciate the early look today; it was very educational.
- What is the public process envisioned for this? The Commission well knows the public interest in Zoo projects.
 - The public process will be part of the West Entry project, and we are planning to hold meetings and design updates to inform the public.

19 July 2007 Project: Fire Station 35—Crown Hill

Phase: *Concept Design*

Previous Reviews: None

Presenters:

Linda Colasurdo, Fleets and Facilities

Bob Hutchinson, Rice Fergus Miller Architects

Ed McManamna, Rice Fergus Miller Architects

Attendees: Jess Harris, Department of Planning and Development

Sabrina B., Intern

Patricia Hopper, Arts and Cultural Affairs

Molly Douce, Seattle Fire Department

David Kunselman, Fleets and Facilities Department

Time: 1.0 hour

(SDC Ref. #169/RS609)

Action

The Commission thanks the design team for their thoughtful, concise presentation and recommends approval of the concept design unanimously with the following comments:

- **We urge you to push the civic nature of the site because it is a significant public investment.**
- **Aim for the exciting and be bold and aggressive in pursuit of landscape qualities for the ground, and also engage the roof planes to highlight landscape and diminish the arid and desolate urban design context of the busy intersection.**
- **Make sure to involve the artist early on in the design to be part of the team.**
- **Strive to make an important civic expression in the ground plane of the site and the structure itself.**
- **Seize the potential of the hose tower since it offers some strong possibilities to give form and focus to the building design.**
- **Anticipate future setting : alley connections adjacent parcel redevelopment potential**
- **We expect early involvement of artist in design team process**
- **The team may need to address city curb cut rules; follow up with DPD to see if there are any concerns.**
- **The southeast corner of the site, with the apparatus bay and adjacent dry cleaners could be something worth highlighting in the design.**
- **The importance of any civic investment such as this fire station is to be bold.**
- **At the next review, it would be helpful to see some design exploration of the concept diagrams such as sketches or hand drawings rather than a SketchUp model.**

Proponent's Presentation

Urban Context

This is the first review of the sixth fire station to be reviewed by the Commission this year. It is a small fire station and is a tear-down and rebuild project. The first public meeting will be held on August 18th. The site is located in a Neighborhood 1 type station area and has no community function. It is a small site located off of 15th Avenue and is a single engine station with two reserve units. The building dimensions are 94 feet by 100 feet and the site is programmed for 10,440 square feet with 2-stories and a budget of \$3.2 million. There are four parking spaces for

on-duty fire fighters. Design strategies include the use of “ordinary and honest materials, acknowledging the urban transition between a commercial and residential land use, designing for hard use and low maintenance, emphasizing the flow and connectivity of interior/exterior space by the play of transparent and opaque form.” Below is a table of areas in square feet. The designers are working at tail end of their pre-design efforts.

| Area | Square Feet |
|--|--------------------|
| Core and operations support areas | 4,673 |
| Administration area | 936 |
| Crew areas | 1,754 |
| Equipment and Circulation | 2,168 |
| Vertical Circulation | 910 |

Site constraints

The site analysis shows single family located east and west of the site and a commercial pathway that slices through the site. Existing site photos show face of the existing building, and existing unpaved alley which serves as parking for firefighters, and other photos show the surrounding residential areas. Marcus Whitman Junior High is located a few blocks northwest of the site and Crown Lutheran Church is one block to the northeast. Operations drive the design of this site. The ground floor includes both operation and support areas. There are four code-compliant parking stalls proposed. The second floor has the firefighters and officers quarters and the dayroom/beanery. A tall 2-story apparatus bay is located to the southeast to maximize access to the existing intersection of Holman and 15th Ave. The core functions and operations support lie to the west and north surrounding the apparatus bays.

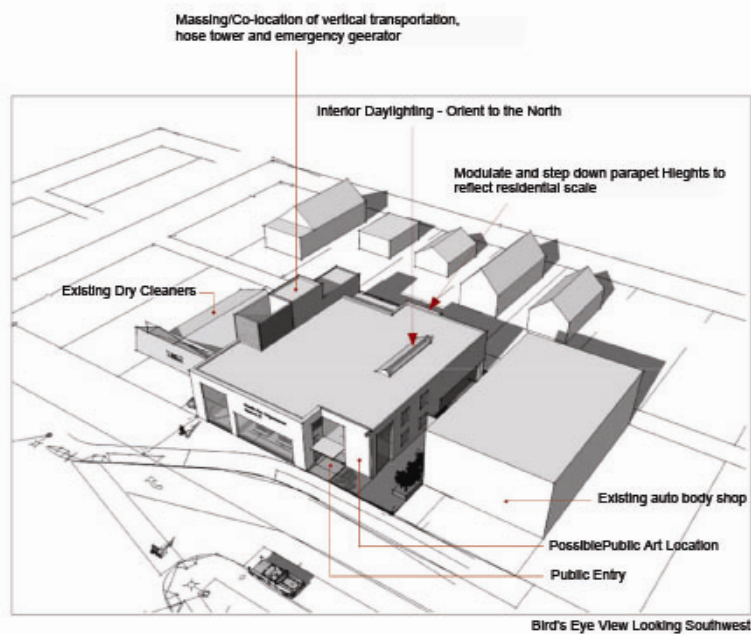
During the sustainability eco-charrette, conservation features were identified including high efficiency HVAC, rooftop landscaping, daylighting for the hose drying tower, and pervious pavements in parking areas.

A rear setback is required as the zoning is classified as C1 with a 40’ height limit (with no setback for the front).

The dead end in the alleyway restricts service vehicles. It is partially paved at present, and if it is used, the alleyway must be entirely paved and brought up to current SDOT standards. Other project site considerations include stormwater runoff, neighboring properties, costs, and a high incidence of vandalism.

Design Goals and Objectives

The eco-charette arrived at the agreement that this project will aim for a LEED Silver rating. The neighborhood plan “Greening Crown Hill” points to where the neighborhood wants to be. There are several things that the project can do to support the plan’s design goals. For example, the block massing study proposes to present the building as its own advertisement because there a lot of opportunities to show how the building works. Contextually, the report indicates that buildings in the area are predominantly older Craftsman style up to around 85th Street, with modernist designs further to the north. One of the goals is to take cues from the neighborhood and to build a station that is expressive in fine details and really expresses its solid and transparent parts by showcasing the “guts” of the building (i.e. the engine). Although the landscape element is minimal, the firm wants to develop a public entry in the northeast corner as a park location and may install public art. There needs to be a strong municipal and civic presence, since there aren’t any other public facilities in Crown Hill.



Key Commissioner Questions and Comments

- Here is some massing study feedback: the commercial area seems to be undistinguished, therefore, honest simplicity may not be the way to go since there is only one façade to work with. We suggest that you promote a more elegant façade.
- The municipal presence needs to be highlighted with more architecturally sound design.
- The residential character does not apply to the station since it is not residential nor is it on a residential street. There is limited space which can be a good challenge in terms of landscaping, so you need to aggressively pursue green wall solutions. The climate is very arid so it makes sense that your plan calls for taking out concrete and replacing with greenery. There is room for some boldness and design energy with this building, following the example of the new Ballard Library and other Seattle branch libraries.
- Describe front façade and your design goals.
 - We are nowhere near architecture yet and still doing massing studies.
 - In terms of design goals, we are trying to prevent a big box image (such as the neighboring Petco). We want to provide a structure that portrays simplistic function, transparency, horizontality, and expressive gestures.
- Appreciate that simplicity is part of your plan, but look at the equipment to make a bold statement, not just the building façade. Also, there are many concerns with not using the alley access because that decision is driving a lot of design issues. Are there ways that the alley can be utilized for other uses?
 - Commission comment: The current scheme (which does not use alley access) compromises pedestrian accessibility on 15th Ave. NW and sleeping rooms.
 - We will look into further uses for the alleyway.
- Alley improvements have been funded creatively working with SDOT in the past. Is there a grade issue? I encourage you to use the alley and think about waste management. Alley vacations and alley relocations have been considered with other public buildings. Understand how alley will be used and how it can contribute to the overall design.
 - Might have multifamily residential building south of site
 - Sustainability issues can be addressed with artist Kate Kirkpatrick

- In terms of code issues, does your proposal meet Seattle's Green Factor?
 - Yes, it does meet the green factor.
- Access from the street from both curb cuts?
 - In a C-1 zone, you are able to access from both alley and street.
- This will be the civic landmark for Crown Hill and will be very visible. There are high expectations for this project to boost the neighborhood's commercial character and serve as a transition between the single family areas that surrounds it.
- Present and future conditions need to be explored for how they can inform the project design, especially the SW corner of the adjacent dry cleaners because it is so visible,
- Greenwall on the alleyside is a good gesture, but consider options that were not brought up at eco-charrette.
- Vegetate some portion of the roof to bring more green to the site.
 - Patio area is envisioned in far corner next to the hose tower
- How do you retain visibility for the station if another commercial building is built next to it? Need to consider what's likely to happen in the future.
- There seems to be lots of opportunities to better engage the driveway in the design.
- 15th Ave is intimidating and the project should address and work to buffer this.
- As area transitions, could Right-of-Way in front of dry cleaners become green space?

19 July 2007 Project: Commission Business

Time: 1.0 hours

ACTION ITEMS

- A. Timesheets - done
- B. Minutes from 06/21/07/Cubell - approved

DISCUSSION ITEMS

- C. Outside Commitment Updates/Cubell
 - D. Prep for Council UDP Committee—DC Briefing, 7/25, 2pm
 - E. 2007 Recruitment Update. Cubell
 - F **Dexter Pit Project Update/ K. Davidson (Arts) & P. Donohue (Parks)**
-

A new design has emerged in this artist-led project which was recently approved at PAAC. The Commission appreciates the staff update and offers a few comments as the design moves forward. They appreciate that $\frac{3}{4}$ of site is untouched as it is protected (Class IV) wetlands, but encourage the design team to develop overlooks and look beyond blackberries as native vegetation. The Commission likes how the parts contribute to a whole big idea for the site. They commend the consideration for geologic gradations, discourage the use of a split rail fence as inappropriate to the design, and support the illumination of water drops (LED) and water misting features.

ANNOUNCEMENTS

- G. Urban Sustainability Forum: Anne Vernez Moudon, 7/30, 5:30pm

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|------------------------------|--|
| 19 July 2007 Project: | Seattle Center – Monorail Improvements |
| Phase: | <i>Design Update</i> |
| Previous Reviews: | May 17, 2007, etc. |
| Presenters: | Jill Crary, Seattle Center Roxanne Williams, RLd2X |
| Attendees: | Amy Williams, Department of Finance Steve Okamura, Seattle Center |

Time: 1.0 hours

(SDC Ref. #169/RS0611)

Action

The Design Commission thanks the design team for their presentation and unanimously approves the design improvements, as proposed, with the following comments:

- **Encourage thinning the landscape to reveal the station and beginning a selective removal of trees, if necessary.**
- **The transparency of the station windows is good and should be pursued.**
- **Agree that the old restrooms on site should be removed.**
- **Give careful attention to historic, present, and future elements in making these modest improvements.**

Proponent’s Presentation

General Updates

One important new issue has emerged since our last update—the relocation of the skate park. Sites put forward recently by Council include the Broad Street green in front of the Space Needle and a new location which would displace the DuPen fountain but is next to the Vera Project which occupies space in the Northwest Rooms and would appeal to skatepark users. The skate park is wanted by the community, but is a challenge for the neighborhood and Seattle Center venues. Council’s Parks Committee voted to support the NW site just yesterday and this will move onto full Council next week. This may work out as an operation/peer-peer project with the Vera Project. The new schematic design is scheduled to be complete by October 31st with a target date for the park to open in 2008. Center Staff will select a design team soon for the skate park and a Design Commission representative should be part of the selection committee. This team will likely include structural and civil engineers, a landscape architect/architect, and code compliance members. (Please note that subsequent to the SDC meeting, the full Council deferred the vote and then removed this site from consideration.) Also, Center Staff recently wrapped up design team selection for Broad Street Green and selected Weinstein AU. Appreciate the participation of Mary Johnston who was the Design Commission’s representative on the selection panel.

History of Monorail

The Monorail was built in time for the World’s Fair in 1962 and was the first elevated train in America and second in the world during that time. It has remained in operation since then. In 1962, the Monorail had two stations: one adjacent to the food court at the Center House and the other was located at Westlake. Seattle and Metro operated the Monorail in the 1970s. Westlake Park and Westlake Center were newly built in 1980s, and the guideway was shortened and a new station incorporated into the Westlake Center retail development. In the early 1990s, the city

entered into a concessionaire agreement with Seattle Monorail Services. In 2000, the EMP neared completion and they proposed redesigning the monorail station to make a stronger connection between the EMP and monorail but this plan was realized. All but the minimum amount of maintenance work was deferred beginning 2003 as plans were developed for the proposed new Seattle Monorail Project, but that project was canceled by Seattle voters in 2006.

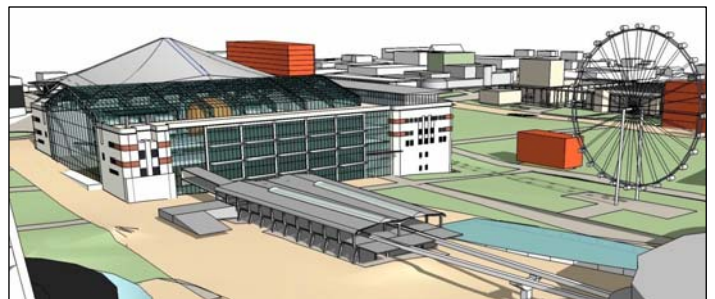
There were two significant episodes with the monorail; the red monorail train caught fire in 2005, and two trains collided near Westlake in early 2006. Both of these resulted in private insurance recovery efforts. The City's 2007 budget designated \$4 million for a deferred major maintenance plan, to catch up on the work deferred when the monorail was slated for demolition and the extent the useful life of the system into the foreseeable future. Seattle Center proposed funds for a new station as the final phase of the deferred major maintenance process but instead was provided \$500,000 for immediate, modest improvements to the existing station. These improvements need to be planned around on-going operation and the deferred major maintenance work as it was deemed essential to not shut down service for a new station or substantial station improvements.

As part of the SMP process, the entire Monorail system was designated for historic landmark status, but the City Council changed that designation to include only the trains, not the stations or guideway. The trains are a unique design—each monorail train can hold three fourths of its own weight—quite an engineering feat. While the Westlake station is relatively new, the Seattle Center station still maintains many of its original features, so the design work has focused on refreshing and enhancing the original 1962 design. Because of this separate effort, the Monorail stations and guideway were not a focus of the Century 21 process.

Design Concept Update

The design team has focused on how to bring back “light, bright, and hope” to the original Century 21 Station. One goal has been to make the canopy lighter by lifting the edges, keeping the structure intact. The team has proposed to replace the sky light panels with clear ply-carbonate to afford better views up and out, including views of the Space Needle above.

The entry will be painted in an almond color with darker edges. The rolled edge of the station will be peeled back but the original roof and structure will remain. The monorail sign and station entry will be refreshed. The budget is \$500,000 and hopefully there will be enough money left over to make banners



Sketch of future monorail station at Seattle Center.

The landscape has grown and is reductive, which means people cannot see the Monorail from campus. Seattle Center is selective removing foliage and pruning the remaining tree canopy. Also, a small restroom long closed but supposedly built for the Queen of England is slated for demolition to create a more open view into and out of the station.

Key Commissioner Questions and Comments

- What wayfinding strategies exist?
 - There is a comprehensive campus-wide electronic signage plan in the works
 - Gutters that were at the edge of the curb and attached to structural beams will move up after the rolled edge is removed and this will make the station more visible.
- The south ramp is too steep for ADA entrance, so will it be kept after minor improvements?
 - It is important to keep it for now—the ADA access path is through the Center House
- Landscaping is a real opportunity as the tree canopy covers the station entry and sign
 - Thinning and pruning can help this issue
 - Ground over will be added in place of trees
- You should rethink the ramps. Also, the tree canopy obstruction at the north side is not a signage issue, but rather the sculpture and from the monorail itself is what attracts people.
 - Fun forest paving and the entire site will be re-evaluated in the future, if C21 Plan goes forward
 - Originally the entire line was marked with Alweg signs. There is still one Alweg neon site that tree, have been thoughts of bringing back but public would not likely understand the historical reference.

19 July 2007 Project: Design Awards 2007

Phase: *Staff Discussion*
Previous Reviews: none
Presenters: Tom Iurino
Attendees: none

Time: 1.0 hour

(SDC Ref. #168)

The Commission discussed its preferred approach to the design awards this year. They reviewed lists of past award winners (2001, 2003, 2005) and an eligible project list (Oct 2005-present). Their goal is to create specific criteria to narrow the eligible list. After agreeing on early criteria, they directed staff to come back with shortened list for a follow up discussion at the next meeting.

To aid their selection process this year, the Commission would like to conduct tours in September of say five projects and recommend five other projects for Commissioners and staff to tour on their own. A discussion ensued of what kinds of projects the short list should contain. Obvious ways to shorten the short list are to take out all previous award winners and look for a range of projects that represent the best work seen over the last two years and ones that are built or nearly through design work.

Commissioner Questions and Comments

- Do we evaluate based on finished or unfinished projects?
- There are not a lot of CIP projects that have been proposed, should we consider ROW projects?
- Many large transportation projects have been reviewed, mitigation is difficult to summarize or identify design strengths
- Fire stations are just beginning and most will not be through schematic design until later this year, so it may be too premature to include them.
- Commend projects that have potential to inspire.