



Seattle Design Commission

APPROVED
MINUTES OF THE MEETING
05 August 2004

Gregory J. Nickels,
Mayor

David Spiker
Chair

Charles Anderson

Pam Beyette

Frances Nelson

Iain M. Robertson

Nic Rossouw

Donald Royse

Sharon E. Sutton

Tory Laughlin Taylor

Guillermo Romano,
Executive Director

Layne Cubell,
Commission Coordinator

Projects Reviewed

Mercer Corridor Project
South Lake Union and Waterfront Streetcar
Fire Facilities and Emergency Response Levy
Executive Director Report

Convened: 8:30am

Adjourned: 3:20

Commissioners Present

David Spiker
Charles Anderson
Pam Beyette
Frances Nelson
Donald Royse
Tory Laughlin Taylor

Staff Present

Guillermo Romano
Layne Cubell
Tom Iurino
Carrie Duncan



Department of Planning and
Development

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5 Aug 2004 Project: **Business Updates**

Presenters: Layne Cubell, Design Commission Coordinator, DPD
Tom Iurino, DPD

Time: 1 hour (SDC Ref. # 169 | DC00009)

Summary: The Commission discussed with staff larger issues of Commission business. The discussion included topics such as recruitment, outside commitments, and public outreach.

Three candidates were interviewed for the Get Engaged position. Hanna MacIntosh will join the Commission in September. She earned a joint degree in Anthropology and Urban Design from a Belgian university, and has a theoretical background that will contribute positively to the Commission and the Get Engaged program.

Recruitment for the four other Commission vacancies is underway. A press release went out on June 18th from the Mayor's office, and the close of applications was July 30th. The Commission discussed the skills and expertise applicants need such as familiarity with Seattle, design background, big firm representation, housing or commercial development, experience with peer review and providing feedback, and transportation planning. Interviews will take place by August 25th, and the final recommendations will be forwarded to the Mayor's Office by August 31st. Staff is looking forward to a Council appointment by the second DC meeting in September, and welcoming the new Commissioners by the first DC meeting in October.

An updated 2004 Outside Commitments calendar was circulated as a reminder to Commission and staff of upcoming events and meetings. Ongoing projects Commissioners are involved in include DC/PC Viaduct Review Committee lobbying in the fall, DC/PC Central Waterfront Plan subcommittee meetings, MRP meetings and special sessions, PAAC meetings, LRRP meetings, and Magnolia Bridge Design Review. Occasional projects include CIP departments, the Ferry Terminal Advisory Panel, Deputy Mayor's Priority Projects, and DC Public Outreach.

Charles updated the Commission on the last Ballard Parks PAT, noting strong public protest to the rebuild of the skate bowl. There is a lack of stakeholder consensus as to where the bowl should be located and how big it should be. The Commission will review this project as it moves further into the design stages.

Frances updated the Commission on the Laurelhurst Community Center project, noting a good interview and discussion process with regards to the interviews for consulting firms.

Tory updated the Commission on her joint effort with Iain in the Downtown Parks Task Force meetings, noting encouraging elements of the planning process such as programmatic implementation. An email will be forwarded to Commission and staff that will discuss the scope of what the Task Force is doing.

5 Aug 2004 Project: **Mercer Corridor Project**

Phase: Pre-Design

Previous Reviews: None

Presenter: Eric Tweit, SDOT

Attendees: John Coney, Queen Anne Comm. Council, Uptown Alliance
 Jim Kelley, Build the Streetcar Committee
 Phil Fujii, Vulcan Inc.
 Christa Valles, City Council Central Staff
 Don Blakeney, CityDesign
 Robert Matthews, CityDesign
 Dan Bertolet, CityDesign
 Sarah Singer, Praha Strategies, Inc.
 Ken Johnsen, Shiels Oblatz Johnsen
 Kristian Kofoed, DPD
 Darby Watson, LMN Architects

Time: 1 hour (SDC Ref. # 169| DC00336)

Action: **The Commission thanks the proponents for their thorough and inspiring presentation and would like to make the following comments and recommendations.**

- **States that they are pleased to see the integration of the South Lake Union Neighborhood Plan with the corridor alternatives;**
- **Feels that Alternative B, Two-Way Mercer, improves the movement and access of traffic and people throughout South Lake Union with more generous public spaces, and seems to be the best solution from both functional and cost perspectives;**
- **Feels that Alternative A, Fairview/Valley Realignment with a Roy Undercrossing, offers no significant difference over existing conditions;**
- **Feels that Alternative C, Two-Way Mercer with Grade Separation, is costly and takes a huge step backward rather than offering real improvements;**
- **Is glad to see community and regional support for the project;**
- **Supports the two-way Mercer Street alternative;**
- **Recommends approval of pre-design.**

This is the first review of the Mercer Corridor Project. The project is managed by SDOT and is part of the larger South Lake Union (SLU) Transportation Investment study.

The purpose of the Mercer Corridor Project is to evaluate and design the principle east-west arterial route in SLU (I-5 to Seattle Center) to better accommodate vehicular, transit, pedestrian, and bicycle traffic and support the development of the SLU Urban Village, including 20,000 additional jobs, 10,000 new housing units, and a greatly enhanced SLU Park.

The premise of the project stems from the inability to enter the SLU, Fremont, Interbay, and Queen Anne neighborhoods. The objectives of the project include creating connections through and around these neighborhoods, as well as:

- Enhance the environment around SLU Park and provide better pedestrian connections between the neighborhood and the park/waterfront;
- Improve mobility into the through SLU using a multi-modal (cars, trucks, transit, pedestrians, bicycles, etc.) approach;
- Improve regional access to SLU and Queen Anne/Seattle Center;
- Improve access and circulation within the neighborhood for all modes;
- Improve safety for cars, bicycles, and pedestrians throughout the corridor;
- Provide better connections between SLU and Queen Anne;
- Support economic development goals for SLU;
- Provide consistency with WA State Comprehensive Plan goals and policies;
- Create compatibility with other projects;
- Implementation.



Alternative A: Fairview Valley Realignment

The City has conducted about 50 different land use and transportation studies. In the mid-90s the City began the neighborhood planning process and developed a neighborhood plan for SLU. It determined that an expressway was not a feasible alternative for the area because 1.) neighborhood functions would be compromised, and 2.) limitations existed with regards to traffic capacity. The plan made recommendations that kept the existing transportation system with slight modifications to realign the intersection at Fairview Avenue North and Valley Street. Traffic patterns would remain fairly similar, but the turns at the intersection would be more feasible. In addition, the plan proposed a new underpass across Aurora Avenue at Roy Street, included pedestrian and bicycle connections across Aurora Avenue and between



Alternative B: Two-Way Mercer

the SLU neighborhood and uptown Queen Anne neighborhoods.

An analysis of the SLU Neighborhood Plan proposals led the City to sell the surplus properties in 2002. City investors purchased the properties and contributed, along with the progress of the Viaduct project, to the area's current development.

The project team has developed a recommendation, as well as three separate alternatives and an inclusion of the Alaskan Way Viaduct Project for each alternative:

- Project team recommendation: Creating a two-way Mercer Street that spans to Elliot (Alternative B);** enhancing recently sold properties (to include parking, park renovations, etc.); adding pedestrian and bicycle crossings at Aurora Avenue North and Thomas; reconnecting the street grid by making 9th Avenue North and Westlake Avenue North two-way streets (done to

reinforce Westlake as a main street with regards to traffic capacity, better circulation, etc.); enhancing Harrison and Thomas as pedestrian-oriented streets (widening the sidewalks/green space, adding crosswalks and turn lanes, etc.); and enhancing Valley Street, Fairview Avenue North, and 9th Avenue North to include bicycle routes.

- Alternative A: Creating a Fairview/Valley Realignment and Roy Undercrossing;** realigning the I-5/Mercer Interchange and the intersection of Fairview and Valley; improving Roy Street as a Westlake Avenue connector, and adding an undercrossing at the intersection of Roy Street and Aurora Avenue North; Mercer would remain a one-way, east-bound street with the potential for sidewalk enhancements and the addition of planting strips.

- Alternative B: Two-way Mercer Street;** widening Mercer Street to three-lanes west-bound, and three lanes east-bound; adding parking on both sides of the street; widening the median to 21' to include left turn lanes and a 10' pedestrian refuge; 16' sidewalks on the south side of Mercer Street; the potential for future development on the north side with 20'-21' sidewalks;



Alternative B: Two-Way Mercer with Alaskan Way Viaduct

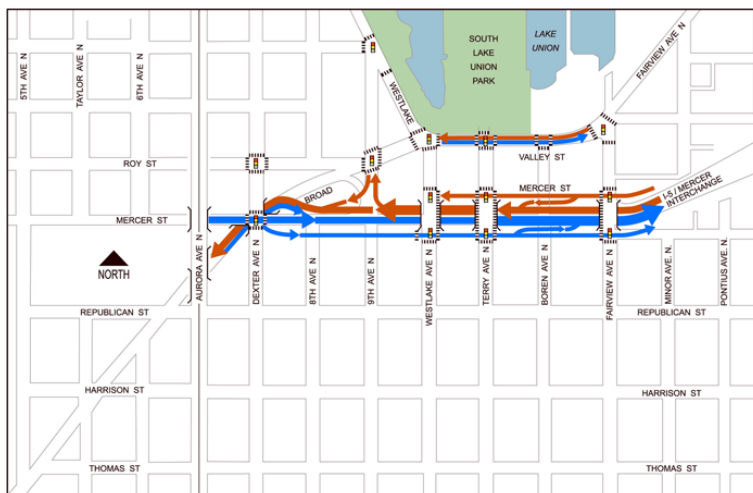


Alternative B: Two-Way Mercer with Alaskan Way Viaduct—Lowered Aurora

including new signals at Terry Avenue North; enhancing Valley Street by adding two lanes in each direction, left turn lanes, and wider sidewalks on the south; and looking at future transit lanes to accommodate the streetcar and new park design.

- **Alternative C: Two-way Mercer with Grade Separation**

focuses on the idea of an expressway and moving traffic through the area with decreased travel times; places both ramps from I-5 under Fairview Avenue North; continuing Mercer Street to Broad Street and under Aurora Avenue North; and enhancing Mercer Street to include one-lane frontage roads on either side, and adding 180° pedestrian crossings at Fairview Avenue North, Terry Avenue North, and Westlake Avenue North. Problems with this alternative are that local connections are lost, and redirecting traffic to access surrounding neighborhoods would be necessary. Proponents are not recommending the team carry this alternative past analysis.



Alternative C: Two-Way Mercer with Grade Separation

Proponents are suggesting that the EIS be conducted for their recommendation, and both Alternatives A and B.

Criticisms from the budget process came from Council staff, stating concern that the alternatives do not improve traffic travel times. Proponents stated that travel times on Mercer will improve slightly with the focus on east-bound/west-bound movement, but none of the alternatives change substantially over no-action except Alternative C.

The advantages of the Two-Way Mercer Alternative are the improvements in the two-way system; better overall neighborhood circulation for automobile, pedestrian, and bicycle travel; and neighborhood access improvements.

Key Commissioner Comments and Concerns

- Asks if a hybrid option is a variation of Alternative B.
 - Proponents stated that the option is like a B', though it's not shown.
- Asks how soon the project could potentially begin construction, and if the project would be phased in with the Viaduct Project.

- Proponents stated an estimate of around 2007 or 2008, and stated that a phasing could work with additional work on the crossings, etc.
- Asks about the status of the connection to Capitol Hill from the end of Mercer Street.
 - Proponents are still examining the project scope to determine if the connection will be kept.
- Asks about the cost estimates for all alternatives.
 - Proponents stated that Alternatives A and B are estimated at around \$65-\$70 million, with Alternative C costing around \$175 million.
- Asks proponents about the reluctance to make a preferred alternative when Alternative B seems to have many advantages over Alternative A.
 - Proponents stated that there is reluctance because of the NEPA and SEPA process.
- Supports improved clarity of the traffic system on Mercer.
- Strongly recommends support of the Two-way Mercer Alternative.
- States that Alternative C seems particularly expensive, and it may be worse than zero improvement.
- States that Alternative A continues to allow continued confusion, and has been presented as a “cleaned up” version of the existing condition.
- Alternative B has obvious urban benefits, as well as traffic benefits, and street grids and patterns. Alternative C seems to move backward and disconnects the city grid, causing disjunctions.
- Asks how the Two-way Mercer impact businesses and properties in the area.
 - Proponents stated that it can be looked at in a positive light in terms of the streetscape and sidewalk access. The negative impacts exist in eliminating some of the ROW. A number of properties are vacant, and analyses have been done to eliminate impacts to businesses
- Asks about the dimension of shift proponents plan for the blocks.
 - Proponents stated that the shift on Mercer will be an additional 65’-70’ wider. The shift in Valley Street is a net “disposable ROW” of 28’-30’ with 16’ sidewalks, and the addition of bike lanes.
- Asks how proponents plan to implement the selected alternative.
 - Proponents stated that they are working with SDOT to come up with options for traffic, etc. The Viaduct Project team is working toward a preferred alternative that is expected soon, and works well with widening Mercer Street as well as bringing more connections into the area.
- Asks about next steps and moving forward with implementation.
 - Proponents stated that next steps are ongoing, and will seek Federal and State grants and private developer mitigation funding. Next steps otherwise are to do the full EIA. Around 12 months from now, proponents are hoping to issue the DEIA, with a FEIA issued 6 months after that.

Key Visitor Comments and Concerns

- Applauds SDOT staff for their efforts for public involvement and participation in the alternative process. States that the Two-way Mercer is very beneficial to the Uptown urban center and Queen Anne, with or without the extension from 5th to 1st North. Would like to see a study done on that alternative. States that connecting the Uptown urban center with the new urban center in SLU is very important to the success of the Uptown urban center in terms of residents, job opportunities, etc. The plans increase the potential for bike and pedestrian trips between the two centers, and they increase the mobility by adding another connection across Aurora Avenue North. Likes the aesthetic potential of the design with the median and the improved intersections. Offers thanks to the design team.
- Asks if there are larger mobility expectations, or if they will just go away.
 - Proponents stated that complaints will never go away, but thinks more people are realizing the other benefits, such as transportation benefits, enhancing the park, mobility, circulation, transit options, etc.

5 Aug 2004 Project: **South Lake Union and Waterfront Streetcar**
Phase: Design Update
Previous Reviews: 21 June 2001 (Briefing), 15 April 2004 (Briefing)
Presenters: Kristin Simpson, SDOT
Ken Johnsen, OPM
Attendees: Phil Fujii, Vulcan Inc.
John Coney, Uptown Alliance
Kristian Kofoed, DPD
Robert Matthews, CityDesign
Don Blakeney, CityDesign
Dan Bertolet, CityDesign
Jim Kelley, Kelley Public Affairs, Inc.
Sarah Singer, Praha Strategies, Inc.
Michael Mann, OPM

Time: 1 hour (SDC Ref. # 169 | DC00330)

Action: **The Commission thanks the proponents for presenting the idea of the South Lake Union Waterfront Streetcar and would like to make the following comments and recommendations.**

- **Thanks proponents for their analysis of the streetcar and its roles in cities, both here and other places;**
- **Would like proponents to focus on a few issues as the project moves forward:**
 - **First, look at its role in local transportation and how important it is to the way the central section of the City works;**
 - **Second, focus on the design of the pedestrian environment, while continuing to look at the design of the streetcar system;**
 - **Third, consider a project name change given that this project covers not only South Lake Union, but the entire area north of Downtown and Denny Triangle;**
- **Is pleased to hear that there is strong support from neighborhood and business interests;**
- **Feels that the work the team has done to date is a very compelling argument for the City and Region to invest in the streetcar system as part of a regional transit network;**
- **Feels that the local circulation system is key to the success of the on-going urban development of the Center City;**
- **Suggests that proponents keep the design of the train and whole line modern, as in Strasbourg, to pursue it as a local transportation solution and not treat it as a tourist amenity with a nostalgic touch;**
- **Emphasizes the importance of a one-fare system to make all modes of transportation user-friendly;**
- **Supports moving forward on design and engineering of Phase I, looking at extensions to UW and South Jackson as Council has requested;**

- **Recommends approval of the initial framework and analysis for this section of the streetcar.**

The Seattle Streetcar Network and Feasibility Analysis Report is complete, and can be found on the web. The study examined peer cities around the country and Canada that have streetcar systems, implemented both historically and recently. Two items were summarized in the report: the benefits of having a streetcar, and criteria for successful streetcar routes. Benefits include:

- Visible and easy-to-understand routing;
- Increased ridership over bus ridership due to visibility and understandability of the route, comfort of the streetcar from the rider's perspective, and choice ridership;
- The ability to attract private funding; and
- The ability to catalyze and organize development.

Criteria include:

- Mixed-use, high density service areas;
- Demand for relatively short trips where speed is not a critical factor;
- Lack of extreme congestion on streetcar streets;
- Limited competition for street space with high capacity services: the streetcar need not be routed parallel to high capacity services such as light rail or monorail;
- Demand for connection to high capacity network: a way for people to get from the local neighborhoods to the regional transit system;
- Demand for frequent service;
- Property owners willing to support the streetcar; and
- Desire to accelerate and organize development: emphasizes the development of neighborhoods around the streetcar.

The report analyzes three peer cities:

- **Tacoma:** The City has seen development benefits including more than 2,000 new permitted housing units; benefits to local retail such as a 30% increase in business; and a 500% increase in streetcar ridership than previous bussing with the same route, frequencies, and cost.
- **Memphis:** The City streetcar line has attracted 83% of riders who do not normally use public transit; has seen a five-fold increase in residential population along the streetcar line; and has experienced three times more passengers per revenue mile on the streetcar than on the bus.
- **Toronto:** The City is a historical streetcar operator, and has added four new lines in the past decade for a total of eleven lines; has 60% of choice riders; and has experienced a 15% higher streetcar ridership than on comparable bus lines.

Several lines have been examined for the Seattle Streetcar, such as South Lake Union (SLU) from Westlake to Yale, Waterfront to Chinatown/International District/S. Jackson Street Corridor, and Waterfront North towards Interbay.

- **SLU from Westlake to Yale:**
 - This line is the most promising of the routes reviewed in terms of short-term implementation;
 - Circulator for neighborhoods undergoing jobs and housing growth;
 - Higher level of transit service will be needed with or without the streetcar;

- Adjacent property owners are willing to provide substantial financial support;
- Implementation timing is not affected by the Viaduct or Mercer Street construction;
- Has looked at the potential extension to the UW and will be detailed in the next phase; and
- The Denny Triangle and SLU Neighborhood Plans call for better transit
- Streetcar ridership by the year 2020: 1,070,000 to 1,230,000 people.
- **Waterfront to Chinatown/International District/S. Jackson Street Corridor:**
 - Is a dense, mixed-use neighborhood corridor with strong demands for a neighborhood circulator and a connection to a high capacity transit hub;
 - Could potentially operate during Viaduct construction with the caveat that there will be additional analysis;
 - Outside funding has not been identified;
 - Could extend beyond 23rd Avenue;
 - Supports Chinatown/International District, Central Area and Downtown Neighborhood Plans
 - Streetcar ridership for the South Jackson Street Corridor, 5th to 23rd, post-Viaduct construction: 469,000 to 516,000 people.
- **Waterfront North towards Interbay:**
 - Would serve:
 - Thomas Street Pedestrian Bridge—access to Seattle Center and Queen Anne neighborhood
 - Amgen Campus—currently employs 2,000 workers
 - Potential future jobs or monorail connection
 - Timing would be affected by Viaduct construction;
 - Outside funding has not been identified;
 - Supports the Queen Anne and Downtown Neighborhood Plans
 - Streetcar ridership for the Waterfront Extension North to Amgen post-Viaduct construction: 43,000 to 80,000 people.

Proponents updated the Commission on SLU Streetcar funding, and stated capital costs of \$45 million, \$8.5 million in Secured State and Federal Grants, \$9.0 million in Pending Federal Grants, and \$25.0 million from the Local Improvement District.

The team concluded with next steps, outlining their plan for additional analysis on the extension to the UW and the S. Jackson Street Corridor; to begin design and preliminary engineering (30%) for SLU including technical and funding analyses; complete capital funding and O&M Funding Plans for SLU; and continue work on SLU Local Improvement District (LID). Proponents are seeking Council approval to move the project to the next phase by 10 August 2004, and are hoping to acquire \$2.5 million for additional work and preliminary design.

Key Commissioner Comments and Concerns

- Is surprised that the operational costs of the streetcar and Metro are so close, and wonders if Metro could raise the bar on providing better service.
 - Proponents stated that they are talking with Metro, and sees them as being the entity that will operate the system. The issue is the timeframe of operating hours, and being able to serve SLU better.

- States that the Commission hopes to see the project in the future because of the public and private investment so far.
- Asks if proponents have looked at the Denver model.
 - Proponents stated that the model has not been examined yet, but they can look at it.
- Asks if the entire corridor will be redesigned as a pedestrian corridor.
 - Proponents stated that they see incremental implementation and investment opportunities as ways to enhance the pedestrian environment.
- Asks if the streetcar will be operational 24 hours a day.
 - Proponents stated that the issue relates to the level of demand, and thinks that the streetcar clearly needs to run from the early morning to the late evening to take advantage of those who will need it most.
- Would like to hear more about the emphasis on the streetcar being a SLU element, and feels that there is an important link to filling the area in the City just north of downtown with appropriate development and providing links to other neighborhoods. Would like comments to reflect that this is a strong, key piece to getting transportation back to local, accessible places.
 - Proponents stated that, regardless of the name, they would also like to see the streetcar supporting other neighborhoods in the downtown area, such as Denny Triangle. Appreciates the comments from the Commission.
- Asks if there are plans to expand beyond SLU.
 - Proponents stated that there is support from numerous stakeholders along the original route, and they believe the number of supporters will increase as word of expansion spreads.
- Asks proponents to speak a bit more on the future segment near Interbay, especially how it serves Thomas Street and how it will function in this area.
 - Proponents stated that when the streetcar is put back in as a result of the Viaduct project, extending to Thomas makes sense.
- Emphasizes how important historic corridors are to the City, and states that there is a great deal of importance in going back to the old model. States the importance of local circulation and a one-fare system.
- States the importance of incorporating an Interbay option in the design of the route, with particular attention to the potential at the Thomas pedestrian bridge over Elliot.
 - Proponents stated that statistics are coming out with car-ownership levels, and how those vary if located near local circulation options that take you to the Center City.
- States importance of a connection to a waterfront in the downtown area. Sees timing being of great importance in implementing the project over the next decade.
- Asks if proponents have looked at a bigger loop for SLU.
 - Proponents stated that an expansion has been looked at, but with topography and how the route operates, Terry Avenue provides great opportunities, as well as Westlake. Between Aurora and Fairview people begin to get further away from accessing the streetcar.
- Encourages proponents to look at regional transit connections, such as the Viaduct, Light Rail, and

Monorail.

- Encourages the design of a modern car, and would like the project to be utilized as a local form of transportation rather than a tourist attraction.

Key Visitor Comments and Concerns

- States that 75% of area businesses support the project and the continued work in the SLU LID, and would like to see continued support from the DC for the continuation of the project.
- States that the Uptown Alliance supports the project, and sees the potential for some service to Seattle Center. Directs the DC's attention toward the Alaskan Way/Broad Street intersection, and states that they do not see an access route for the trolley. Would like to ask the DC to look closely at the report as it further details the design of the route, especially at this intersection, to ensure that trolley access does exist along with pedestrian and bicycle access.
- States that the Build the Streetcar Committee is not working on any other alignment to date, but welcomes support and participation from those who would like to see future alignments. Believes that a model is being developed that is important for the community, and hopes to reach out to other communities to do so.

August 5 Commission Business

ACTION ITEMS

- A. TIMESHEETS
- B. MINUTES FROM 15 APRIL, 6 MAY, 20 MAY, AND 3 JUNE APPROVED; 17 JUNE AND 15 JULY FORTHCOMING

DISCUSSION ITEMS

- C. PROJECT UPDATES—STAFF
- D. VIADUCT UPDATE—CUBELL
- E. PREPARATION FOR COUNCIL UDP BRIEFING IN SEPTEMBER—CUBELL

ANNOUNCEMENTS

- F. MAYOR’S RECEPTION FOR BOARDS AND COMMISSIONS—8/17, 5:30-7:30 PM, BERTHA LANDES ROOM, CITY HALL
- G. DC/PC WATERFRONT SUBCOMMITTEE—8/27, 12-1:30 PM, SMT 1940
- H. DESIGN COMMISSION SITE TOURS—9/9, 8:45 AM-2 PM

5 Aug 2004 Project: **Fire Facilities and Emergency Response Levy**

Phase: Overview

Previous Reviews: 15 January 2004 (Overview)

Presenters: Ellen Hansen, FFD

Sue Partridge, FFD

Gary English, Seattle Fire Department

Attendees: Desmond Lee, FFD

Ruri Yampolsky, Arts and Cultural Affairs

Time: 1 hour (SDC Ref. # 221 | DC00324)

Action: The Commission appreciates the second presentation of the Fire Facilities and Emergency Response Levy project and would like to make the following comments and recommendations.

- Feels that this set of projects is a very important upgrade to City facilities, especially in post-9/11 America and with the recent arson activity around Seattle;
- Encourages proponents to keep the iconic nature of City architecture intact, and to make sure that the firehouses are a recognizable part of Seattle's urban infrastructure;
- Encourages the Fire Department to make the fire stations contextual, with some similar elements, but all relating to the neighborhoods in which they are located;
- Appreciates and understands that the operations of these facilities must drive the design efforts;
- Is glad to hear that an art plan will soon be in place that includes all the stations, and that there are some strong artistic elements envisioned in each of the stations within the neighborhoods;
- Appreciates the push to get several buildings placed in the historic register so they are preserved as significant pieces of architecture;
- Would like to hear more about the design guidelines, preliminary ideas, and goals proponents have for the stations, and encourages creative solutions as the program continues to develop;
- Encourages proponents to keep a long-range view of these facilities as urban services, and also as urban architecture;
- Appreciates and recommends approval of the overall planning and design process that is underway, and looks forward to future updates.

The design process for the Fire Facilities and Emergency Response Levy (FFERL) is driven by the operation of the Fire Department. The FFERL was passed by voters in November of 2003, and is supported by \$197 million in levy and other capital funding. It includes a total of 42 projects over a nine-year implementation period that is managed by the Fleets and Facilities Department (FFD) in conjunction with the Fire and Police Departments.

Projects currently underway are the Marine Program, which includes two fireboats available for quick

response on the water; and the Emergency Equipment Program, which installs hardened hydrants (earthquake resistant), dry hydrants, emergency generators at emergency sites and shelters, and emergency supply caches at directing points along the City reservoirs, as well as drafting points along Elliot Bay and the Ship Canal.

Proponents are also working on the Neighborhood Stations Program, which includes three levels of redevelopment on 32 of the 33 fire stations such as rebuild, renovations, or seismic/safety remodel; the Fire Station 10 Replacement Project, which includes a new Emergency Operations Center, Fire Alarm Center, and Fire Station 10; and the Joint Training Facility Project, which includes a new training facility for Fire, Utilities, and Transportation Departments.

The FFERL team is under the guidance of the Levy Oversight Committee, made up of representatives from the Mayor's Office, City Council, the Finance Department, Fleets and Facilities, a community member, and a representative from Firefighters Local 27. An Executive Working Group is in close collaboration with the Oversight Committee, and is made up of the Mayor's Office, the FFD Director, the Finance Director, and the Fire and Police Chiefs.

The Seattle Fire Department was founded in the 1890s. Since that time, a series of missions have been added that have changed the facilities, apparatus, and equipment the Fire Department uses. There are four station prototypes: Neighborhood I, II, III, and Battalion. The Levy Program was crafted to address the needs of the local communities, and prototypes are placed around the City accordingly. The prototypes have been used to develop a number of standards, such as interior standards of the apparatus bays (20' x 67'), decontamination areas, station offices, beaneries, bunk rooms that allow flexibility in shift changes, and officer's quarters. The team looked at the positioning of the apparatus and the number of people on duty, which then drove the size of the station.

Proponents discussed the levels of redevelopment, and stated examples of facility rebuild (Roanoke Fire Station 22, Fremont Fire Station 9, and Lake City Fire Station 39), renovation (Rainier Valley Fire Station 28), and seismic/safety remodel (Wedgwood Fire Station 40). Proponents are also seeking historic preservation designation for stations around the City. Two stations have already been designated, and eight are eligible with nominations pending. Major criteria are that the facilities remain as fire stations if possible, and to grant potential incentives to modify stations for current apparatus or to protect the buildings.

A consultant has been hired to draft the Communications Plan. One of the keystones of the Plan includes providing a quality outreach process. As part of the process, proponents aim to include communities in



Fire Station 22: Rebuild



Fire Station 28: Major Renovation

every step of the process, but would like to make it clear that operational concerns must come first. The Plan also identifies the audiences involved in the outreach process, and the messages and criteria needed for such involvement.

The master schedule of the Fire Facilities and Emergency Response Levy was passed out and discussed with Commission and staff.



Fire Station 40: Seismic/Safety Remodel

Key Commissioner Comments and Concerns

- Asks what proponents will do for temporary structures for the facilities that are to be replaced.
 - Proponents stated that temporary structures will be placed in strategically-located areas, and will be as close as possible to original structures to facilitate quick response times.
- States the Fire Department buildings are very important iconic structures of the urban landscape, and hopes that the overarching design principles are given thought in the design process.
- Asks if glass doors are ever used in design to showcase the equipment.

- Proponents stated that windows are placed in the apparatus doors, but they do not use glass doors due to maintenance issues.

- Suggests considering the idea of an iconic tower in the design process as an element that the team can carry over to all projects involved in the levy program.
- Asks if there has been any discussion of a City-wide request for an iconic element that is responsive to, and sensitive to, the neighborhood.



Fire Station 6: Historic Station

- Proponents stated that they are aware of facilities located in neighborhoods, and the current stations respond to that context. The team is assuming that there will be different designers for all stations that will deal with contextual issues.
- Asks if an art plan will be generated.
 - Proponents stated that there will be an art plan that will most-likely cover all stations, and a plan is already underway that addresses Fire Station 10.
- Asks if property sales will be handled by FFD after landmarks designation
 - Proponents stated that the sales will be handled by FFD because they own all facilities.
- States that it would be nice to see larger overall design goals, especially the contextual fit in neighborhoods during the next overview.

- Proponents stated that some of those design goals are already in place, such as building setbacks, etc.
- Asks if proponents have considered drive-thrus in any of the facilities.
 - Proponents stated that it has been considered, but purchasing the property to do so is not feasible. The only drive-thru station already exists: Ballard Fire Station 18.
- Would like to encourage proponents to develop larger design goals for the project, and to encourage creativity and flexibility where opportunities exist.
- States parallels between the Library Levy and the FFERL, and asks if proponents will pursue 2-story buildings.
 - Proponents state that in the analysis of the facilities in the Levy Program, most buildings were found to have the need for a second story, but the sites do not necessarily promote such use.

5 Aug 2004 Project: **Executive Director Report**
Phase: Update
Presenters: Guillermo Romano, Executive Director, DPD
Lyle Bicknell, DPD
Attendees: Dan Bertolet, DPD

Time: 1 hour 30 minutes

(SDC Ref. # 169 | DC00009)

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

- **Thanks its new Executive Director, Guillermo Romano, for his early public outreach efforts, as well as his efforts to give the Design Commission more visibility within the City;**
- **Appreciates staff observations on the role of both the Design and Planning Commissions and their collaborative efforts;**
- **Feels that, in the future, it would be good to take a closer look at the roles and responsibilities of the two Commissions;**
- **Appreciates staff concern for their involvement with the SR 520 Expansion Project;**
- **Acknowledges that there are many design issues to consider regarding the environment, pedestrians, and neighborhood connections;**
- **Agrees that the 520 project deserves a deeper look, and feels that the Commission as a whole should try to clarify its role on this important project;**
- **Looks forward to regular updates from the Executive Director in the future.**

DPD staff attended the meeting to present urban design challenges and opportunities of the SR 520 project. The presentation discussed issues of LLR alignment and transfer stops; FHA context-sensitive design policies; WSDOT Urban Development Policies; and opportunities for creative design through examination of the Historic Olmstead Plan and examples such as the Montlake Bridge, Wilcox Pedestrian Bridge, and Lakeshore Drive in Chicago.

An introductory meeting with Councilmember Steinbruck is scheduled for August 12th. The meeting will be set up as a meet-and-greet session, with the Executive Director attending to advocate for Urban Design and the Design Commission.

The Commission discussed collaboration issues and opportunities they have with the Planning Commission. It was concluded that the DC and staff would like to see higher levels of clarity on the roles of both Commissions, and that joint collaboration on certain City projects should entertain separate comment periods.