



**Seattle
Design
Commission**

**APPROVED
MINUTES OF THE MEETING
18 December 2003**

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

John Rahaim,
Executive Director

Layne Cubell,
Commission Coordinator

Projects Reviewed

- Queen Anne Standpipe
- Gasworks Site Plan
- Boren Pike Pine Park
- DPD Planning Division Update
- Sustainable Building Program – postponed until Feb 19
- Center City Wayfinding – Phase II
- Central Waterfront Plan Update

Convened: 8:30am

Adjourned: 5:00pm

Commissioners Present

- David Spiker, Chair
- Charles Anderson
- Pam Beyette
- Frances Nelson
- Iain M. Robertson
- Nic Rossouw
- Donald Royse
- Sharon E. Sutton
- Tory Laughlin Taylor

Staff Present

- Layne Cubell
- Lisa Baker



Department of Planning and
Development

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18 Dec 2003 Project: Queen Anne Standpipe

Phase: Concept Design Update

Previous Reviews: 18 November 1999 (Concept Design), 18 December 1997 (Briefing)

Presenters: Bill Heubach, Seattle Public Utilities

Steve Southerland, Miller/Hull

Dave Miller, Miller/Hull

Susan Black, SBA Landscape Architects

Attendees: Laurel Harrington, Seattle Public Utilities

Susan Harper, Seattle Public Utilities

Karen Reed, Seattle Public Utilities

Eugene Mantchev, Seattle Public Utilities

Daniel Huang, Seattle Public Utilities

Time: 1 hour (SDC Ref. # 169 | DC00125)

Action: The Commission appreciates the team's perseverance over a long time and would like to make the following comments and recommendations.

- **The Design Commission is concerned about the local view of the water towers as well as the distant view;**
- **encourages the team to develop simulations of the distant views and sees the "tiara" on the top of the tower as an opportunity to connect with the city;**
- **suggests that in addressing the local view the team focus their energy on the base of the structure as the rest of the towers are not visible at close distances;**
- **urges the team to consider the existing trees on the site as a means of masking the tanks and tying the whole site together;**
- **does not feel strongly whether there should be one or two tanks and notes that there is a trade off between scale and simplicity;**
- **remarks that there are a large number of uses on this site which makes this project difficult, but appreciates that all of the uses have a stake on the site;**
- **asks the team to look at the feasibility of a green roof as an important way of thinking about how we build our City systems;**
- **is most concerned about the artist noting that they have made significant contributions in the past and urges SPU to have continuity of involvement of the artist on this project; and**
- **recommends approval of concept design.**

Both of the existing standpipes, or water tanks, were built between 1900 and 1901. They are both constructed of riveted steel, but only tank #1 has an ornamental concrete shell on its exterior. A seismic vulnerability study determined that the tanks needed to be replaced or upgraded. A System Storage and Reliability Study (SSRS) was also conducted to see if any areas of the city lacked storage capacity. Queen Anne was identified as any area that lacked storage capacity. Based on these studies there are three major reasons that the tanks need to be replaced:

- Seismic vulnerability
- Lack of storage capacity
- General deterioration

Seattle Public Utilities (SPU) explored many possibilities for remedying these conditions. They determined that the only feasible option was for the tanks to be replaced. The asset management committee agreed with this assessment. One year ago SPU went before the Landmarks Board to get permission to demolish tank #1 which is a registered historic landmark. The Landmarks Board issued a Certificate of Approval for demolition of Queen Anne Water Tank No. 1 on December 18, 2002.

At the beginning of the design process an artist worked closely with the design team to explore sculptural potentials for the water tanks. Based on the technology used in contemporary water tanks, the budget, and the amount of storage capacity needed the team has moved back towards considering standard shapes for the tanks. In exploring the site layout the team investigated the possibility of relocating the tennis courts that are adjacent to the water tanks. It was determined that the tennis courts will remain in their current location.

The two existing water tanks have a storage capacity of 1.2 million gallons. The new tank, or tanks need to accommodate 2 million gallons of water. Due to water pressure limitations the water cannot be elevated more than 60 ft above grade. The team is studying both single and double tank options to accommodate this capacity within the design and site constraints.

The existing tanks are located on a very crowded site that is shared with tennis courts, a fire station, and telecommunication towers. Parking on the site is problematic. Patrons of the tennis courts, and maintenance vehicles compete for the limited spots. There is no on-street parking on the adjacent streets due to the turning radii required by the fire trucks.

Adjacent to the site is dense residential development. There is a steep slope to the west of the site with a 15 foot drop. This slope is covered by mature trees with a tall canopy. Due to the topography and the height of the tanks only the tops of the tanks are visible from the surrounding city.

The team has determined that if a single tank is pursued it would need to be 75 feet in diameter. In exploring this option they have added height to the top of the tank, above where the water is actually being stored, in order to balance the tanks proportions. If two tanks are developed they would each need to be 53 feet in diameter. The community prefers the two tank option because it is less bulky and allows more opportunity to have a relationship between the objects.

In beginning the design of the tank(s) the design team wanted to work with expressing the construction of the tank. They looked at many historic precedents to see how tanks have traditionally been detailed. It turns out that the current most efficient technology for building water tanks is to build smooth walled cylinders with the fewest attachments possible. Based on the historical precedents the team is working with the idea of designing the tank(s) with three articulated zones:

- Base
- Middle
- Cornice

They are exploring adding an architectural element to create a base. This base could be pre-cast concrete or steel fins. However the base is articulated it needs to be removable so that maintenance crews can access the steel tank itself. The design team is exploring ways of incorporating a handrail on the top of the tanks into a decorative cornice. They would like this cornice to be open so that the sky can be seen through it. One option for the cornice would be a flat steel plate with fins to support it. Another option would have steel ribs surrounding the entire tank that would extend up past the top of the tank to form the handrail.

Key Commissioner Comments and Concerns

- Questions what the surface of the tank will be.
 - Proponents stated that the surface of the tank will be painted steel which could be any color.
- Wonders what the cost difference is between the two options.
 - Proponents stated that the two tank option is \$300,000 more expensive than the single tank. They noted that there could be operational advantages to having two tanks instead of one. One tank could be drained and cleaned while the other could stay in service. They are exploring whether this is really an operational advantage, as new technology allows tanks to be cleaned without taking them out of service.
 - Proponents noted that the budget for the entire project is roughly \$4.5 million and that either option is acceptable to SPU.
- Questions if the ribs presented in one of the schemes would be structural.
 - Proponents explained that the ribs would not be structural. They added that they are considering holding them off of the tank in order to allow shadows on the surface of the tank.
- Suggests that the tank could be a reflection of the city instead of being an object.
 - Proponents noted that they have been thinking about reflections off of the tank, but have been more focused on minimizing reflections, and minimizing glare on adjacent properties.
- Leans more toward the one tank option as it leaves more room on the site.
 - Proponents explained that the single tank actually takes more room on the site, but agreed that the two tanks could look more visually crowded.
- Wonders if the team has considered a green roof for this project.
 - Proponents noted that there are maintenance issues with having a green roof on top of a water tank.
- Notes that there is a lot of greenery on the site. Wonders what types of plants they are.
 - Proponents stated that the west side of the site includes a deciduous combination and also some cedars. They noted that there are also some Chinese elms.
- Remarks that it is important to consider both the distant view and the view up close of the tanks. Further notes that to treat the close-up views of the tanks the team only needs to make sure that the existing trees are preserved.
- Suggest that the team develop photo views from around the city to evaluate the different options from a distance.
- Wonders if there are opportunities to create detail on the base of the tanks.
- Suggests that the base of the tank could be green even if the green roof doesn't work.
- Prefers the two tank scheme because they are smaller and seem more in scale with the other objects on the site.
- Questions if an artist is involved in this project.
 - Proponents explained that there was an artist involved in this project, but due to the length of the project their contract ran out. They added that there may be an opportunity to have an artist reappointed to the project. It is just a question of whether it is the same artist as before or a new artist.

- Asserts that an artist should be involved especially because this project is struggling with very fundamental issues
 - Proponents noted that the work being presented is based on the artist's involvement in the design. The base, middle and top scheme was developed in collaboration with the artist.
- Prefers the two tank option.
- Is troubled by the applied non-structural ribs.
- Wonders what the community feels about doubling the size of the tanks.
 - Proponents noted that they have not met with the community in a while, but that they got the sense that they preferred the two tank option.
- Doesn't feel that a classic water tower is the right model for a 21st century water tower. Feels that the team should work more with the material.
 - Proponents explained that they have tried to work with the material, but there is very little to work with given the current technology.
- Feels that the articulation of the base and top are appropriate as they respond to the two scales from which the tanks will be viewed.

18 Dec 2003 Project: Gasworks Site Plan

Phase: Design Development

Previous Reviews: 4 September 2003 (Schematic Design Update), 6 March 2003 (Conceptual Design Update), 6 February 2003 (Conceptual Design)

Presenters: Tim Motzer, Seattle Parks and Recreation
Guy Michaelson, the Berger PartnershipAttendee: Michael Shiosaki, Department of Parks and Recreation
Rich Haag, RHA Landscape Architects

Time: 1 hour (SDC Ref. # 169 | DC00297)

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

- **The Design Commission would like the existing concrete wall to be kept intact as much as possible, with as few openings as possible in order to maintain the historical context of the wall;**
- **feels that the berm in the northwest corner of the site is very important to the design and encourages the team to increase the steepness of the slopes, especially around the tank remnant as the slopes being presented are too shallow;**
- **encourages the team to take a stand on the design of this park, and to base their direction on the fact that this is part of a landmark park;**
- **urges the team to increase the sense of contrast between the birch grove and the otherwise simple landforms, possibly by engaging the path through the birch grove and incorporating a greater mix of tree sizes;**
- **applauds the team for using appropriate and non-invasive species rather than ivy along the remnant concrete wall;**
- **and recommends approval of design development.**

This expansion of Gasworks Park is funded through the pro-parks levy. Gasworks Park is designated as an historic landmark and therefore will be going before the landmarks board in January. The site for this project is also a major remediation site. In addition to coordination with the Landmarks Board and coordinating remediation issues the project team is also working closely with SDOT to coordinate the crosswalk location at the bottom of the Wallingford steps, to develop the sidewalk adjacent to this expansion, and also to create landscape improvements on both sides of the existing concrete wall.

The primary purpose of this expansion stated in the levy is to connect Gasworks Park to the Wallingford Steps. The team has taken this idea further and is trying to better connect the park to the adjacent neighborhood. They also want to make sure that this phase of the park expansion stands alone as a complete project without precluding other expansions in the future. After a series of discussions the Parks Department has determined that they will keep all of the existing trees that divide this new area of the park from the existing park. This new expansion will act as an ante room or preview of the rest of the park.

When entering the park the first thing a visitor will see is the existing concrete wall. There will be an entry to the park through this wall immediately south of the Wallingford steps. There will also be a 12 foot break in the wall aligning with Densmore, where there is an existing indentation in the wall. The primary path continues south and eventually passes back through the wall and connects with the existing entrance to the park.

Topography is the dominant element in the expanded space. There will be a large berm to the north of the space. The tank remnant ring which was previously defined by hardscape will now be defined by grading. The ring remnant will be a nearly flat area with only a 2% grade. Only the primary path through this space will be developed as a part of this project. Grading and openings in the wall will anticipate future paths that can be added as the park expands. The designers are working carefully to avoid the contaminated ground and are working with the material on site to add grade. Ivy will be planted to soften the existing concrete wall.

Proponents noted that there has been a lot of discussion about the types of penetrations being made to the existing concrete wall. They will be using a combination of rough jack-hammered openings and clean saw cut openings. They will use clean cuts where they are making deliberate openings in the wall at entrances. They will use a rough cut in areas where they are eroding the wall in a less deliberate manner.

Key Visitor Comments and Concerns

- Commends the Berger Partnership on their work. Feels that there should be a path paralleling the wall on the interior of the park instead of the sidewalk. Notes that the sidewalk along the street is very narrow and pedestrians are easily splashed by passing cars.
- Urges the team to keep the NW corner of the wall as it protects the park from traffic. Also suggests that the grading should slope up to this corner which would provide an impromptu performance space and alleviate the negative drainage of the current scheme.
 - Proponents noted that this scheme was originally chosen because of the lack of interior paths.
 - Proponents also explained that they have been requested to open up the NW corner of the site.

Key Commissioner Comments and Concerns

- Understands that there has been a lot of conflicting input into the design of this project. Urges the designers to make this project their own.
- Notes that there are many purposeful non-moves in the original park.
- Feels that the two ways of cutting the wall are appropriate because there are two different types of cuts being made.
- Applauds the team for the change in treatment of the remnant ring. Feels that using the grading to define the ring is an excellent solution.
- Notes that because the grading accommodates additional paths desire lines will form if additional paths are needed even if they are not explicitly provided.
- Agrees that the wall should continue at least around the corner at the NW edge of the site.
- Reiterates that the “prow” of the wall is a sacred form and should be preserved.
- Is concerned that the grading is too subtle. Feels that the grade changes won’t be perceptible at a 5% slope. Suggests that the grading should be at least twice as steep as what is proposed. Notes that the existing park uses very bold slopes.
- Likes the way the picturesque quality of the birch grove contrasts with the rest of the park. Suggests that the designers make the planting in this grove much more complex.
- Is concerned about planting 2-4 caliper trees in poor soil. Recommends planting lots of smaller trees

and thinning them as necessary.

- Would like the path to cut through the trees and under the canopy.

18 Dec 2003 Project: **Boren Pike Pine Park**

Phase: Design Development

Previous Reviews: 20 March 2003 (Schematic Design), 5 April 2001 (Concept Design)

Presenters: Karen Galt, Seattle Parks and Recreation
Lynn Sullivan, Seattle Parks and RecreationAttendees: Aimee Strasko, Department of Finance
Michael Shiosaki, Seattle Parks and Recreation

Time: 1 hour (SDC Ref. # 169 | DC00219)

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

- **The Design Commission appreciates the team's efforts to respond to the intent of the design work that was done before them;**
- **proposes that the team simplify the design;**
- **encourages the team to simplify the social space by coordinating the paving, the placement of the urns, and the slope in a way that reinforces the social space in a more cohesive way;**
- **and recommends approval of design development with eight in favor and one abstention.**

This park greets people as they come from downtown into the Pike-Pine corridor. There are two parts to the park with different uses which are divided by Boren Ave. The project team would like the larger space to be a multi-purpose space where there could be a flea-market or other uses. The smaller space that has the four columns is intended to be a quieter more reflective space.

The multi-purpose area will incorporate large sweeping paved areas that lead from the entrances into the center of the park. The paving pattern has been adapted from a design by the previous group of designers working on this project. This part of the park will incorporate three urns that were purchased from the old music hall. Originally the urns were intended to be at the entrance to the park. The design has been revised to incorporate the urns in the center of the park so that they act as an element that draws people into the space. There are also four square panels from the music hall that could be incorporated into the retaining wall which is needed on the edge of the park.

The designers are considering creating "pods" or pedestals for the urns to sit on. They would also like to incorporate uplighting on the urns to make them more visible at night. They are seeing the urns as a counterpoint to the columns.

Key Commissioner Comments and Concerns

- Thinks that the placement of the urns is a big improvement. Notes that previously they seemed like glorified bollards.
- Suggests that the park should be called four columns and three urns park.
- Likes the retaining wall, and feels it provides a good place for people to appreciate the view.
- Notes that the natural grade continues beneath Boren. Wonders if there is an opportunity to express this through art.
- Remarks that the paving pattern seems confusing.

- Suggests that the designers create a stronger relationship between the columns/urns and the paving.
- Notes that the columns create a sense of prospect in the city. Recommends that the urns should be used in a different way. Suggests that they could be used to define the plaza space.
- Suggests that the paving pattern could be made out of a single material to make it less busy.
- Is concerned that the side of the retaining wall facing the park could get too fussy. Is also concerned that the parks policy of not creating places that people can sleep could lead to overly complicated forms when simple forms would be more appropriate.
- Remarks that this area seems dead compared to the Pike-Pine corridor which is very lively at night. Suggests that an element such as a graffiti wall could help activate the space.
- Suggests that the area where people gather could have simpler paving while the busier paving could be in the path that leads through the park.
- Wonders if there is an artist involved with this project.
 - Proponents explained that the Parks Department felt that there were already enough elements in the park, and therefore chose not to engage an artist.
- Suggests that the urns could be clustered rather than lined up.
- Doesn't think that the complex paving pattern is necessary.

18 December 2003 Commission Business

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| ACTION ITEMS | A. | <u>TIMESHEETS</u> |
| | B. | <u>MINUTES FROM 20 NOVEMBER AND 4 DECEMBER 2003-</u>
APPROVED |
| DISCUSSION ITEMS | C. | <u>BUSINESS UPDATE</u> – DOCKINS/TRUJILLO |
| | D. | <u>DC RETREAT 22 JANUARY-</u> CUBELL |
| | E. | <u>OUTSIDE COMMITMENTS UPDATE-</u> ALL |
| ANNOUNCEMENTS | F. | <u>DC/PC WATERFRONT SUBCOMMITTEE-</u> JAN 8 TH , 1:30PM |

18 Dec 2003 Project: **DPD Planning Division Update**

Phase: Discussion

Previous Reviews: 20 November 2003 (Discussion)

Presenter: John Rahaim, DPD

Time: 1 hour (SDC Ref. # 170 | DC00322)

Summary: The Commission discussed the changing organizational structure of the Planning Division at DPD and the future role of the Design Commission.

The Commission would like to deliver a strong message about the “value added” to projects by the Design Commission. The Commission feels it is important to define its role for the future relative to current events and major transportation projects in the center city. They want to focus on the importance of the Design Commission in providing project critiques from a perspective that is at the same time inside and outside of the City government. The Commission would like to pay attention to its ability to offer advice independently in a way that helps politicians and helps the character of the city. They feel that the next step is for the Commission to craft a strong statement that clarifies its value to the city. The Commission also needs to determine how it should connect with City staff, and how it should develop new relationships with City Council and other City agencies, particularly SDOT. They would like to participate in the recruitment of the new CityDesign director. The Commission would like to establish a strong relationship with the future director of CityDesign and also reinforce its strong relationship with the current director of Planning.

18 Dec 2003 Project: **Sustainable Building Program**

Phase: Briefing

Previous Reviews: None

Presenters: Lucia Athens, Seattle Public Utilities and City Green Building Team

NOTE: This briefing was postponed until February 19.

18 Dec 2003 Project: Center City Wayfinding – Phase II

Phase: Summary Document Briefing

Previous Review: 17 April 2003 (Conceptual Design), 7 November 2002 (Pre-Design), 16 May 2002 (Pre-Design), 28 January 1999 (Downtown Wayfinding Project Concept Plan), 15 July 1999 (Downtown Wayfinding Project Briefing), 18 March 1999 (Downtown Wayfinding Demonstration Project Briefing), 19 November 1998 (Downtown Wayfinding Project Concept Design)

Presenters: Robert Scully, CityDesign
Susan Jurasz, Sea Reach LTD
Peter Reedijk, Sea Reach LTD

Time: 1 hour (SDC Ref. # 169 | DC00005)

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

- **The Commission appreciates this work to rationalize the pedestrian environment in the center of the city;**
- **suggests that the kiosks be made flexible and reusable over time and that the panels be easy to update;**
- **appreciates the intent to show topography on the maps and compliments the team on their use of existing information to develop this system;**
- **encourages the team to make the “i” symbol bold and eye-catching;**
- **suggests that the team use a design that is contemporary and well-proportioned and urges the team to use a more striking color and a more consistent design;**
- **asks the team to consider elevating the “i” so that it does not get obscured by the kiosk structure;**
- **encourages the use of the kiosk with the largest overhang as being the most appropriate for our climate;**
- **and recommends approval of the final design documents.**

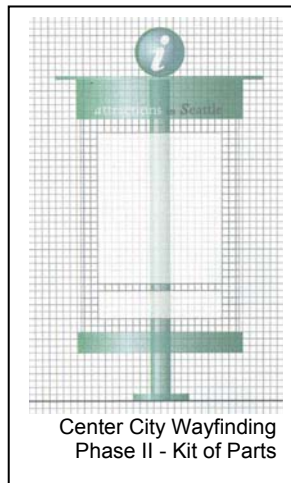
In the mid-90’s Seattle became eligible for a pedestrian transportation grant and started the Center City Wayfinding Project. The project started as a pilot project with 28 kiosks in the retail core. CityDesign and SDOT realized that there was a need to plan a wayfinding system for the whole Center City.

In 2002 Sea Reach Limited was hired to do a background analysis, design standards and location plan for the Center City. In addition to a comprehensive study of pedestrian wayfinding and other signs in neighborhoods, they inventoried the signage on 1-5 on SR 99 and all of the arterials in the center city area. Their aim is to complete the design standards and location plan by the end of January. SDOT plans to begin implementing this project by June, 2004.

In getting to know the city, Sea Reach noted how strong each of the individual neighborhoods is. They felt that if they did not embrace the differences between the neighborhoods, the neighborhoods would not accept this system. They decided that the best approach would be to develop a kit of parts that has a consistent feeling but would allow flexibility to be adapted to unique situations, and to suit the needs of each of the neighborhoods. They wanted the kit of parts to be elements that could easily be purchased “off of the shelf” and would not need to be custom ordered. The only piece in the kit of parts that cannot be bought off the shelf is the spherical “i”.

The team started by looking at car, bike and pedestrian transportation in the center city. The car component will need to be further developed by SDOT. The wayfinding strategy at this point focuses primarily on pedestrians, but many of the components could also be used by bikers.

The kit of parts for the wayfinding kiosks includes:

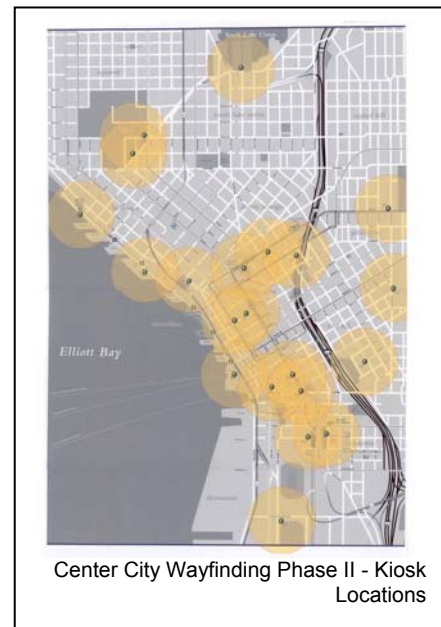


- header
- post
- 2 inch x 2 inch grid
- frame
- panel

The panels will include at least one local map. In larger kiosks, panels can also include city wide maps as well as interpretive panels. Large kiosks could also potentially include commercial panels. The panels are

rounded to give them more presence. The “i” signs are also spherical in order to give them more presence. The spherical “i’s” will be illuminated from within to increase visibility at night. In the future the curved kiosk panels could also incorporate electronic displays.

Different map options have been field tested to see which version of the maps users find most helpful. People liked seeing topography on the maps, but also liked the simplicity of the maps that didn’t include the topographic information. Users also liked having important buildings depicted on the maps.



Key Commissioner Comments and Concerns

- Notes that in some places the kiosks are located very close together.
 - Proponents explained that some of the kiosks that are close together are serving different users. For example there will be a kiosk at King St Station to serve Amtrak riders, and there will also be a kiosk nearby in the bus tunnel.
- Is concerned about replace-ability. Notes that components need to be physically replaceable, but that there also needs to be an agency responsible for determining when the maps need to be updated.
- Suggests that the “i” could be bigger. Also recommends that the color could be bolder.

- Feels that stylistically the kiosks should be more contemporary. Notes that the gabled roof is a very conservative form.
- Feels that the kiosks should not be different in different neighborhoods. Thinks that it is important that they are consistent.
 - Proponents explained that the kiosks need to be able to adapt to different neighborhoods and different physical conditions.
- Remarks that the “i” seems unrelated to the rest of the structure.
 - Proponents explained that this is intentional so that it stands out.
- Wonders how the curved panels will work with flat printed materials.
 - Proponents stated that people having been using curved kiosks in Holland for hundreds of years. They also explained that a curved surface is ergonomically more comfortable for multiple people to look at at once.
- Questions how a commercial component to the kiosks would work.
 - Proponents explained that the commercial panel would only index the cartesian coordinates of different businesses.



18 Dec 2003 Project: **Central Waterfront Plan Update**

Phase: Discussion

Presenters: John Rahaim, DPD Planning Division

Catherine Maggio, CityDesign

Dennis Meier

Time: 1 hour

(SDC Ref. # 170 | DC00289)

Summary: **The Commission discussed the progress of the Central Waterfront Planning Effort. The Commission encouraged the proponents to consider the order in which the waterfront priorities are listed, noting that there will be an implied hierarchy even if none is intended. They are concerned about day-of participants and how they will be involved in the charrette. The Commission suggested that the day-of participants could feel involved through review or comment, or through a drop-in table. The Commission suggested that there should be guidelines provided to charrette participants or there should be consistency in the materials provided to the teams so that there is consistency in the final charette presentations. The Commission urges the teams to take a stand and clarify their goals at the end of the charrette. They also urge the teams to respond to the principles and priorities that have already been developed. The Commission noted that the waterfront forums have been a success largely due to the efforts of CityDesign.**