



Seattle Design Commission

APPROVED

MINUTES OF THE MEETING

16 December 2004

Gregory J. Nickels,
Mayor

David Spiker
Chair

Charles Anderson

Pam Beyette

Karen Kiest

Hannah McIntosh

Anindita Mitra

Sheri Olson

Nic Rossouw

Donald Royse

Darrell Vange

Guillermo Romano,
Executive Director

Layne Cubell,
Commission Coordinator

Projects Reviewed

Ballard Municipal Park

Fire Station 10 Improvements and Service Center

Planning Division Update

City Monorail Team

Thomas Street Pedestrian Bridge

Southwest Library Addition

Convened: 9:00am

Adjourned: 4:00pm

Commissioners Present

David Spiker, Chair

Charles Anderson

Pam Beyette

Karen Kiest

Hannah McIntosh

Anindita Mitra

Sheri Olson

Nic Rossouw

Don Royse

Darrell Vange

Staff Present

Guillermo Romano

Layne Cubell

Tom Iurino

Carrie Duncan



Department of Planning and
Development

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16 Dec 2004 Project: **Ballard Municipal Park**
Phase: Design Development
Previous Reviews: 18 March 2004 (Schematic Design); 15 January 2004, 6 June 2000 (Pre-Design: Ballard Civic Center Master Plan); 7 October 1999 (Briefing)
Presenters: Barb Swift, Swift and Company
Lisa Corry, Swift and Company
Valerie Otani, Artist
Attendees: Michael Shiosaki, DOPAR
Jon Jainga, DOPAR
Kate Martin, Skate Parent
Cathy Tuttle, DOPAR

Time: 1 hour (SDC Ref. # 169| DC00325)

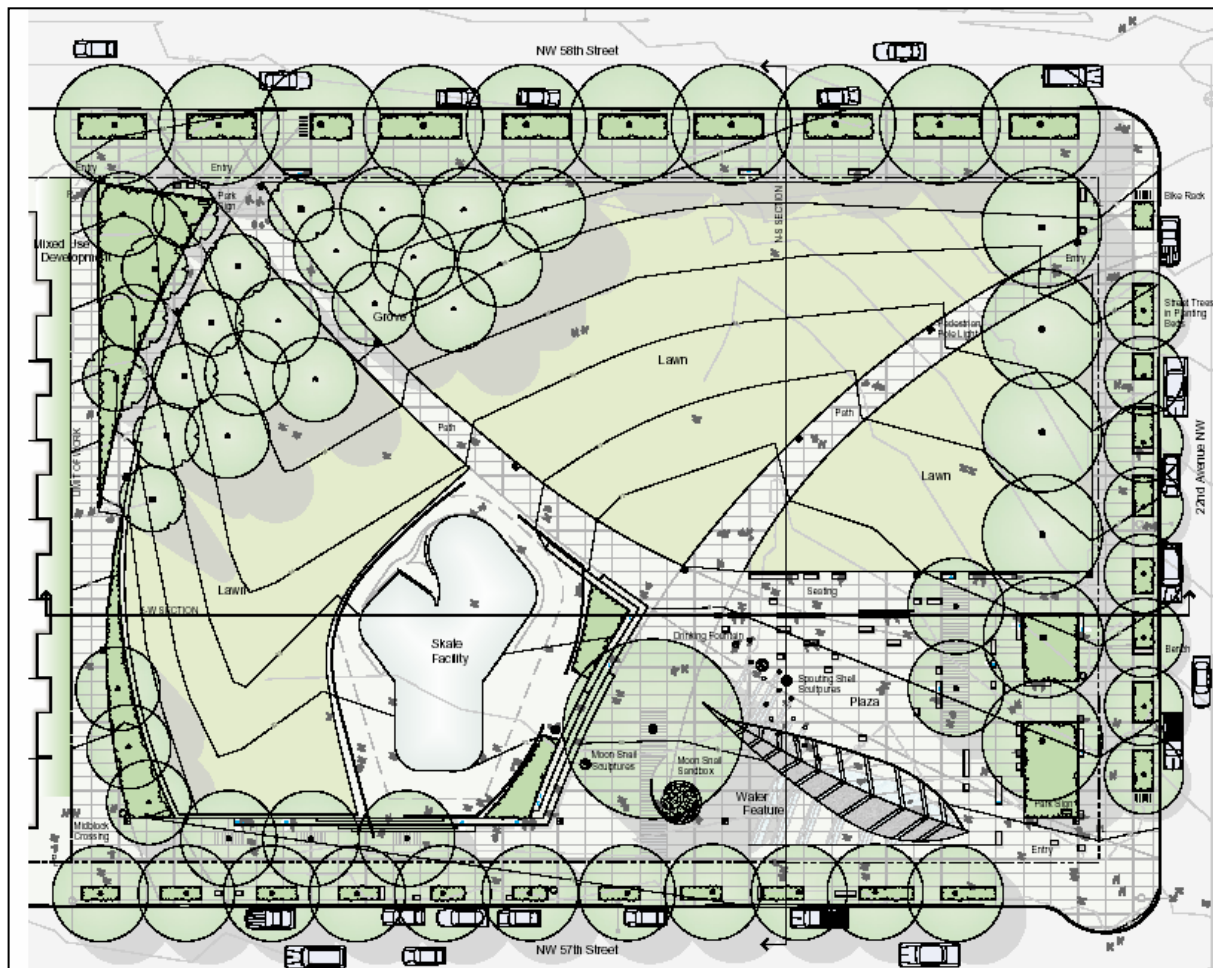
Action: The Commission thanks the team for presenting design development of Ballard Municipal Park and would like to make the following comments and recommendations.

- Appreciates the political complexity behind the design and the clarity of the presentation, as well as the focus on simplicity in the design and continued resistance to over-programming the site;
- Concerned that there seems to be a disconnect between the elegance of the plaza and water feature and the energy of the skate bowl;
- Urges proponents to continue to look at the scale of the water feature and its location within the plaza and proximity to the street;
- States that the shape of the skate bowl might integrate better with the sculptural shells that are to be used as art elements in the project, and its geography could tie in better to the sweeping curves that organize the plan;
- Encourages more opportunity to sit and watch the skating, as this will be an attraction for the area;
- States that the amount of grass used in the park design seems excessive, and suggests a focus on a more strategic use of lawn, particularly in considering whether it should be used under the birch trees;
- Urges proponents to look at more urban design opportunities of the birch grove;
- States that the design of the benches needs to be more elegant and functional;
- Urges careful consideration and selection of the big tree, its location within the space, and its proximity to the skate bowl;
- Recommends approval of design development but would like to see the project again in follow-up.

This project is one of the largest projects funded by the ProParks Levy. The public process began in October of 2003 with a series of public meetings. Schematic design was decided upon in May of 2004. A project advisory team (PAT) is made up of representatives and interest groups from the Ballard

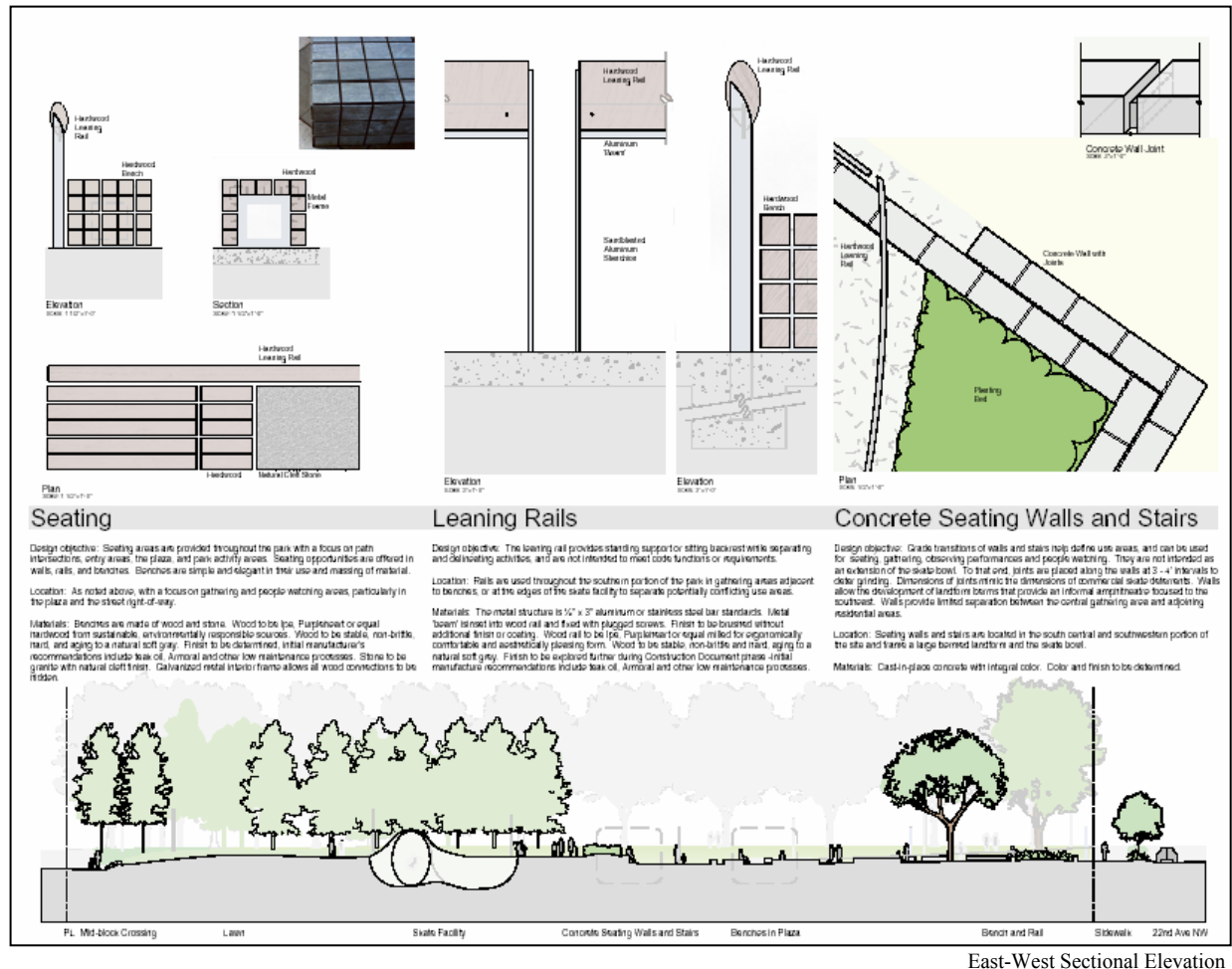
community, and was established to address key issues of the site and design. The PAT has met three times and convened their last meeting on 15 December. The key issues they discussed were further definition of the skate area and the water feature in the park. They have collaborated with the architecture team and have made recommendations that are now incorporated into the plan. A skate advisory committee was also established that discussed issues directly related to the area of the park that will be used by members of the skate community. They came up with a number of alternatives, one of which is included in this design.

The new site plan looks at densities of use, material selections, sculptural elements, and the placement of the water feature. Elements of the site design that remain the same are the density of use placed in the southeast corner to orient users to surrounding development, circulation patterns that respond to larger connections to the south. The large lawn has grown in size due to community requests, and frames the water feature as an informal amphitheater. The skate area has shifted to the east due to community concerns with its proximity to surrounding residential uses. A plaza space is framed with benches and trees, and includes a water feature. Proponents have attempted to explore many of Ballard's traditions, and have attempted to deal with those traditions through craft, design, and materials.

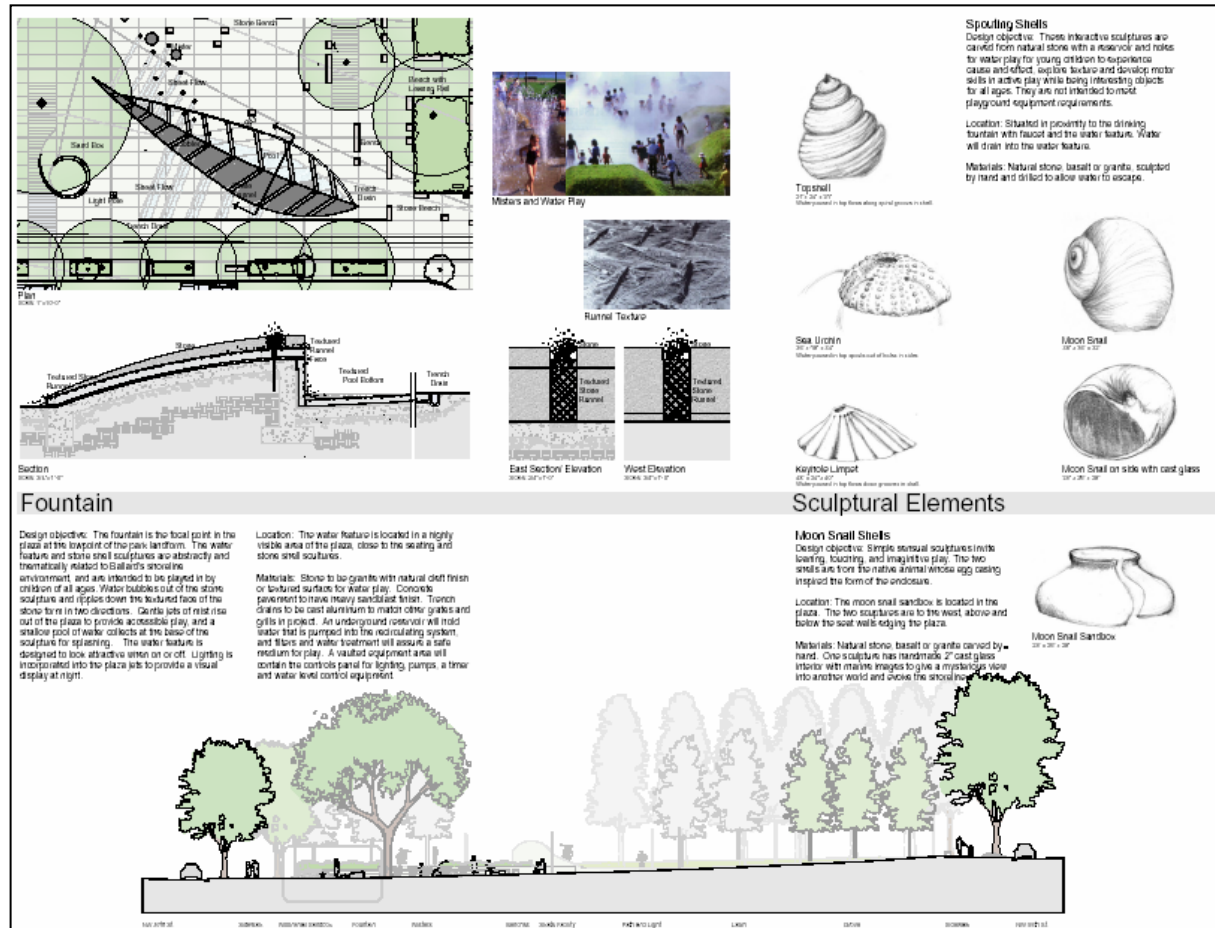


Park Site Plan

The northwest corner is the high point of the park, surrounded by a grove of birch trees. Proponents have attempted to select plant materials and other elements that will evoke the Scandinavian nature of the Ballard community. The lawn will function as a multi-use space. The skate facility will contain a 4,000 square foot bowl with a shallow area for beginner skaters, as well as a deeper cut and a hemisphere for more advanced skaters. Proponents have also focused on how the skate bowl will fit into the overall park. There is an at-grade entry to the north, steps to the south, and seating walls around the bowl to the east. Leaning rails are at the edges of the bowl. Street skating elements are not included in this design due to budgetary constraints. The plaza is at the low point of the design. The major components of the plaza include a water feature, interactive sculptural elements, and a series of benches.



There has been a great deal of collaboration with the project artist, Valerie Otani, on the interactive water elements of the design, and include sculptural shells that play on a maritime theme. The spouting shells will be carved granite with water spouts and channels. The artist will also include a moon shell sculpture, and a cast glass piece including marine life that will act as an educational element.



North-South Sectional Elevation

Key Commissioner Comments and Concerns

- Asks if children will play in the fountain.
 - Proponents stated that they hope many people will use the water feature.
- States that the design lacks integration of key elements. States that the challenge is in the juxtaposition of the skate bowl and the fountain.
- Asks if there is townhouse access off of the park
 - Proponents stated that the townhome contention is a code issue. Stated that the developer has chosen to build up to the property line, but could have done a setback.
- States that the community representative has some good points in terms of the benches and seating that could be addressed in the design
- States that there needs to be sun in order to appreciate a water feature. Encourages proponents to consider removing some of the surrounding trees. Further encourages a bigger bowl, but a smaller park.

- States that skate boarders and other skate park users will likely travel through the site and into the plaza at high speeds. Asks if political decisions determine the design of the skate park in terms of bowl design vs. street skating.
 - Proponents stated that the size of the existing bowl is 2,250 square feet, and the size of the new bowl will be 4,000 square feet. Stated that it is impossible to accommodate both street and bowl skating on the current site.
- Encourages proponents to minimize the amount of grass and to include more paving.
- States that the fountain as a play area may not be appropriate. Encourages proponents to reexamine the size of the fountain and its granite blocks, and to consider reexamining its orientation to the street.
 - Proponents stated that granite blocks in the fountain area are only 3 feet high. Stated that there is a need to better integrate the fountain into the site.
- States that the new design gives the feeling of two separate parks.
- States that an explanation is needed to justify the location of the big tree.
- Encourages the artist to reconsider how the edge of the skate bowl might be better integrated with the art form of the sculptural shells.
- Encourages proponents to look at an example of the tight birch grove at Tate Modern.
- States that there should be less grass and more activity areas. Questions the location of the fountain and its proximity to the street, but states that all other elements of the design seem to be in the right place. Encourages a slight tweaking of the design rather than a major shift of elements.
- States that there seems to be multiple programs and issues that are in conflict. Encourages proponents to make some minor design changes to resolve those problems.

Key Visitor Comments and Concerns

- Verbal comments were made and written comments were submitted to the Commission by an individual from the community who also is the parent of a skatepark user.
 - Stated that the skate park size has been reduced from 10,000 square feet to 4,000 square feet. Stated that the skate area needs to be better integrated into the rest of the park.
 - Stated that the skate park is a training site for all levels, as 7 percent of the population skates.
 - Stated that the site design is not reminiscent of Scandinavian modern design, and it falls short of meeting that goal.
 - Further concerned with the extravagant seating on the site, the amount of grass, the location of the fountain, the lack of green design, and the choice of landscaping materials.
- Following the presentation, and arriving mid day, additional written comments were provided by a representative of the Ballard Master Plan Task Force, noting:
 - Concerned that the Park plan continue to be guided by community representatives who have been serving as stewards of the Ballard Municipal Master Plan for several years.
 - The latest designs presented at the recent Parks' Project Advisory Team meeting met with resounding support from those following the project at the community level.

16 Dec 2004 Project: Fire Station 10 Improvements and Service Center

Phase: Schematic Design

Previous Reviews: 18 November 2004 (Concept Design); 15 July 2004 (Pre-Design)

Presenters: Ed Weinstein, Weinstein A/U
 Ken Johnsen, Shiels Obletz Johnsen/FFD
 Shannon Nichol, Gustufson Guthrie Nichol
 Monica Lake, Fleets and Facilities
 Sarah Sodt, Department of Neighborhoods
 Beverly Barnett, Seattle Department of Transportation

Attendees: Erik Hanson, Gustufson Guthrie Nichol
 Jess Harris, Department of Planning and Development
 Ruri Yampolsky, Seattle Arts Department
 Molly Douce, Seattle Fire Department
 Ellen Hanson, Fleets and Facilities
 Ethan Bernau, SOJ
 Richard Yancey, Weinstein A/U
 Milton Won, Weinstein A/U
 Jon Mikkels, Weinstein A/U

Time: 1.25 hours (SDC Ref. # 221 | DC00334)

Summary: The Commission appreciates the presentation and the direction the design team is heading with the project and would like to make the following comments and recommendations.

- Would like to see the idea of an iconic “display box” developed more and made less precious;
- Encourages the proponents to ensure a comfortable relationship between the 5th Avenue façade and adjacent residences;
- Encourages the design team to look at the landscape “pleats” and how they function and explain these more at future presentations;
- States that the color red is great for this project, and encourages proponents to make sure that there is enough of it and that the color is used appropriately;
- Would like to see more eye-level views of the landscape and buildings together, as there is a current disconnect between those and some concern about the street edge conditions and the pedestrian experience;
- Asks that the proponents look more closely at the use of perforated metal grates over the windows and employ sparingly in an effort to make the building more civic and open, especially on the 4th Avenue side of the site;
- Recommends increasing the size of the southwest corner plaza and integrating it more directly with the streetscape to the east;
- Questions the ecological aspects of the project, and would like to better understand the elements of greenness and sustainability;
- Appreciates the early design thinking and location of the Service Center. If it does not happen, the Commission is interested in what will take its place;
- Appreciates the clarity and quality of the presentation;

▪ **Recommends approval of schematic design.**

Proponents stated that this is the very early stage of schematic design. They will return to the Commission in the early spring with design development and will ask for review of the alley vacation. Construction is scheduled to begin in late 2005. Proponents have conducted several successful community meetings, and the team has had collaboration with the Pioneer Square Neighborhood Association.

Proponents have made several design refinements. The design goals and objectives have not changed. The design includes a drive-thru entry that goes through the apparatus bay, a landscaped buffer on 5th Avenue and Washington Street, and a public plaza oriented to the southwest that is to be interpretive and interactive to promote a strong public interface with the building. Proponents seek to design an entry plaza that will be identifiable, and a building that will have an icon quality. In order to give the building a civic presence, proponents have included administrative towers as solid masses that are juxtaposed to the transparent structure of the apparatus bay.

The fire station includes a public plaza and entry to the southeast. A flight of stairs leads to interior support spaces and the apparatus bay. These spaces will act as storage for supplies and administrative uses, and will provide room for other support spaces. There are two floors of intermediate spaces that will include classrooms and research rooms. There is a two-story apparatus bay on Washington Street. The staff spaces of the fire station include sleeping areas, locker rooms, double-loaded circulation corridors, the beanery, a fitness center, bathrooms, and a terrace. The southwest corner will house the day room and sleeping areas for the officers.



Perspective from Southeast Day Street

Underneath the EOC and FAC is the electrical vault and emergency generator. There is no public access to this area. 5th Avenue gives access to the EOC. A ramp will serve as a negotiator of the geography, and an exterior terraced area that will allow for cueing before entering the secure areas of the building. A secure lobby will open into a two-story lobby with clerestory windows. The building is transparent and will include screens that will provide visual continuity into the landscaping. The terraced area can also be used by the EOC in time of activation. The parking area includes 44 secure stalls.

The FAC is arranged with administrative functions to the south and a dispatch center surrounded by all of the support facilities. Proponents stated that there is little latitude in design, but all needs have been accommodated. The design team has focused on the roof plan, with several planes, and the potential for a green roof.



Perspective from Southwest Day Street

Proponents have spent a great deal of time analyzing the surrounding context—Chinese and Japanese culture, and how the site relates to the surrounding context. They have found that the color red has been used as a palette for institutional uses, and will be used as the color for many of the details on the buildings. Browns and reddish-browns, as well as textured patterns, will be used in the landscaping. Proponents will most likely be using lightweight metal siding for maintenance purposes. They will look at brick and other masonry elements, and perforated metal.

Proponents will be using steel tubes and glass bi-fold fire station doors. The guardrail system and trellis supports will be perforated metal. Transparent safety glass will play on the evening light from Washington Street, and the trellis will provide sun-breaking to all south-facing windows.

The base of the building will be a masonry base, either brick or sandstone. Proponents have considered brick because they believe that the base should be tactile and respond to the other patterns on the site. The windows for the administrative windows provide transparency, with black mullions that will separate one mass from the other. All elevations will be dynamic, and will provide effective and efficient sun control. Two corner tower elements will anchor the corners and will help unify the monolithic design.

An interpretive walk that talks about the history of fire fighting in China and Japan, as well as the history of fire fighting in the International District and the City of Seattle. The Mayor has challenged the design team to be demonstrative about public interaction along Washington Street, stating that the street should be activated and different than the base of the building. Proponents hope to accomplish this through the elements of the interpretive walk and the landscaping.

Proponents focused on the unique elements of the landscape. There are two types of landscaping that are intersecting at this site—the gateway landscaping, and the landscaping of the fire station. The layout and geometry of the landscaping focuses around the apparatus bays on the site, and brings the elements of the building to the sidewalk and the human eye. Proponents are attempting to incorporate the parking terrace into the formal, formatted surface of the site. The pleats double the frequency of the divisions of the landscape. The design team has created public seating out of the landforms, and will act as a viewing point into the apparatus bay. The interpretive element of the landscaping focuses on Asian influences and how they intersect with the fire fighting profession. It will run along 5th Avenue and Washington Street, with terracing downhill, and bridges along the 5th Avenue side.

Key Commissioner Comments and Concerns

- States that these are all really cool landscape design ideas, but not well thought through. States that the choice of materials does not make sense with the functions behind the facades.
- Asks if the pleats will function as hard or softscape.
 - Proponents stated that there will be a mix. Stated that they are still determining what that balance will be, and are trying not to do too much.
- Encourages proponents to think about the building(s) as a backdrop for press conferences and TV commercials.
- States that this may not be the right choice of materials. States that sandstone is not a very “civic” material.
- States that the plaza at the southwest corner is skimpy with only one big tree.
- States that the massing and materials need to be more transparent.
- States that there seems to be too much of a focus on the EOC and FAC.
- Asks if proponents have considered extending the steps on 5th Avenue out onto the sidewalk.
 - Proponents stated that it could create exciting landscape, and a great contrast to the building sidewalk.
- States that it seems as though the more civic corner wants to be at the southwest.
- States that proponents should use more red, especially if it is to be an iconic color for the site.

- States that the reference to the International District seems too distant, and encourages proponents to make connections to the iconic value of the site through the color.
- Asks if there will be both a green roof and native plants.
- States that the main entry is too conservative.
- Is not convinced that such vibrant colors and landscaping will work in reality.
- Asks proponents about the design of the Service Center.
 - Proponents stated that there will not be a decision on the placement of the Service Center until February.
- Asks proponents if they have an idea of what could go there instead.
 - Proponents stated that Council and other interested parties would like to see it included on this site. They are hoping that the Commission will be able to respond to some sort of design at future reviews.
- Asks proponents if they've considered what kind of approach they might take with the Service Center design and if they are planning on integrating it with the rest of the building.
- States that there is very exciting potential for thinking about how the building will read in both the day and the night.
- Asks proponents about the interpretive walk materials and if pedestrians will be able to walk on or occupy this space.
 - Proponents stated that they are still working on the design of that space, but they imagine that there will be a mix and variety of materials.
- Commends proponents on the presentation. States that the graphics that were presented are good, and that it is good to see how the design process has evolved.
- Likes the display windows as icons on the southeast side of the building.
- Asks proponents what the response will be to the residential buildings across 4th Avenue, even with regards to the roof and mechanical aspects of the design.
 - Proponents stated that they do not want to imitate the residential as a response, but will need to design strategic accents.
- States that there is a lot of potential in façade materials.
- Would like to see the view from Yesler onto the roof structure and parking below.
- Enjoys the concept for the site landscaping. Encourages proponents to consider mapping the design with the existing alley, too.
- Encourages proponents to reconsider the paving on-site with water flow infrastructure. States JTF as an example of a project that dealt well with such issues.
 - Proponents stated that the depression along 5th Avenue could be the water drain. Further stated that they have not given up on the idea of the green roof altogether.
- Appreciates the collaboration on design ideas.

- States mixed feelings about the corner display icon, and encourages proponents to avoid making it too precious.
- States a good resolution of massing, and a wonderful balance with the void spaces.
- States that the glass wall and canopy over the bays is well done.
- States that the materials need to be more uniform. Is not sure of the divide between the base and upper sections of the buildings, and states that the graphics do not support the success of the massing model.
 - Proponents stated that there is not enough money to do the entire building in brick, but can revisit the cost.
- Encourages proponents to beware of the division between the building façade and the surrounding landscape, especially topographically and with respect to the different planes.
- Disagrees with the comment made about the divide between the base and upper sections of the buildings. States that there should be a distinct divide.
- States that the human scale is an important element to consider.

Key Visitor Comments and Concerns

- Stated that Gloria Bornstein as the art planner is clearly part of the design team. She will do work herself, as well as bring on other artists.

16 Dec 2004 Project: Planning Division Update

Phase: Update

Previous Review: 18 November 2004; 21 October 2004; 16 September 2004; 19 August 2004; 15 July 2004; 3 June 2004; 15 April 2004; 15 January 2004; 18 December 2003; 20 November 2003

Presenters: John Rahaim, Planning Director, DPD

Time: 45 minutes

(SDC Ref. # 220 | DC00322)

Summary: The Commission thanks John for his update on the Planning Division, the Center City Strategy, the Central Waterfront Plan, and staff changes that affect the MRRP and the LRRP.

The Commission applauds the Center City Strategy and supports the need for staffing, developing a communications strategy and public programs to begin creating a community within the city. With regards to the Central Waterfront Plan, the Commission supports the focus on objectives—both big and small ideas—and also on attributes; and remains excited about the project and encourages City staff to continue to include them as active participants in the future. The Commission appreciates the update on staff changes that will affect both the MRRP and LRRP. They acknowledge that institutional memory and consistency is valuable in staff and committee members, and hopes that change is not so fast as to make it difficult to keep up with the decisions that the Panels are asked to make publicly, particularly for LRRP with regards to the alignment discussions happening early next year. The Commission looks forward to future updates on City Planning.

John updated the Commission on current City Planning efforts:

Center City Strategy:

Seattle's downtown area will act as a regional core under the Center City Strategy, with increased densities of housing, and zoning changes. John recommended that the City should look at Vancouver as an example, as well as San Diego and Boston. There are several new significant projects, with design and development set to occur in Pioneer Square, around the stadiums, and in the International District.

Waterfront Plan:

John noted that there have been no changes to the Port's plans for Terminal 46. The Waterfront Advisory Team has two meetings left, and plans to focus on mid-level programmatic elements. The City should have a concept plan by early to mid 2005. Viaduct surface design work will be completed by late March, and will fold into the Waterfront Plan.

Staff changes for MRRP and LRRP:

John noted that there have been some recent staff changes for both panels. With regards to the Monorail Review Panel, he stated that there needs to be a different skill set working on the project as the DBOM contract moves ahead. With regards to the Light Rail Review Panel, he noted that Holly will be taking over soon. Many of the Commissioners voiced concern for consistency and institutional memory.

December 16 Commission Business

ACTION ITEMS

A. TIMESHEETS

B. MINUTES FROM 4 NOV APPROVED—DUNCAN

DISCUSSION ITEMS

C. OUTSIDE COMMITMENTS—ALL

D. RETREAT FOLLOW-UP—CUBELL

ANNOUNCEMENTS

E. LIGHT RAIL REVIEW PANEL—1/4 OR 1/18, 4-6 PM

F. DC/PC WATERFRONT SUBCOMMITTEE—1/07, 12-1:30 PM,
SMT 1940

G. WATERFRONT ADVISORY TEAM—1/12, 3-5 PM, RM. L280

H. MONORAIL REVIEW PANEL MEETING—1/24, 4-7 PM

I. DESIGN COMMISSION SITE TOURS—SEPT 9TH, 8:45 AM-2 PM

16 Dec 2004 Project: City Monorail Team

Phase: Quarterly Staff Update

Previous Reviews: 16 September 2004; 17 June 2004; 18 March 2004; 18 September 2003; 4 December 2003

Presenters: Cheryl Sizov, DPD
Scott Dvorak, DPD
David Graves, DPDAttendees: Chris Saleeba, DPD
Lyle Bicknell, DPD

Time: 1 hour (SDC Ref. # 170 | DC00231)

Summary: The Commission thanks the City's Monorail team for its project update and would like to make the following comments.

- **Appreciates the consistency of vision in development of location-specific design guidelines, as well as the larger corridor design guidelines, and efforts to identify the public realm opportunities for the City beyond the immediate scope of the project;**
- **Appreciates the continued probe on specific station areas and the wrap-up on Station Area Planning (SAP), which goes beyond the general issue of streetscape design;**
- **Remain concerned about the translation of the guidelines and SAP recommendations to the final product, given the lack of clarity of the DBOM contract process to date, and the extent to which SMP will build out the street proposals as part of their work;**
- **Looks forward to seeing a more definitive proposal for SMP's commitment at a future project update;**
- **Expresses concern over the secrecy around the DBOM process and the lack of information on the project, in general;**
- **Looks forward to future updates of the Monorail Project.**

The team is looking at the project in two large phases: the planning phase, and the design-build phase. A retrospective look at the work that has already been done includes EIS review, work on utility relocation issues, code performance, adopted design guidelines, MRP review of the alignment and stations, and the transit-way agreement. The team will continue to focus on the area and corridor planning work that will fold into the Mayor's Report. The Report will include milestones of the project from 2005 to 2020.

Project overview:

The City developed design guidelines as a precedence for the Monorail project. The team has continued these efforts, and has carried these guidelines over to station and guideway design, as well as streetscape design. The first set of guidelines have been adopted by City Council in June 2004, and address issues such as access, safety, wayfinding, and transit connections. The next phase of work has been focused on preparing Location-Specific Guidelines that will set guidelines for specific stations. A draft will be ready for the MRP to review in mid to late January 2005. In terms of public realm opportunities, the team is looking to explore all urban design opportunities and issues along the entire monorail alignment over a

20-year horizon. Corridor design proposals are akin to doing street master plans, and are intended to share what SMP and the DBOM the City's expectations of what the street corridors should look like, feel, and operate. Five streets were selected for review, and the work has been folded into the Mayor's Report.

Station Area Planning:

The team conducted the last round of public meetings in November. The fall meetings examined the alignment of three key areas: Ballard/Interbay, the Center City, and West Seattle. The team talked about many issues including zoning, pedestrian access, parking, strategic development opportunities, and public realm opportunities.

Maps were developed for each of the station areas based on planning elements. The team reviewed a segment of the alignment and the West Seattle station area with the Commission. The maps identify issues with transit connections, parking, access, development-prone areas and opportunities, public realm opportunities, zoning area changes, and station materials for corridors and streetscapes.

Monorail Review Panel Update:

The team presented the Commission with the most recent changes to the MRRP. One was a memo that responded to panel questions that have recently been discussed by architecture firms on recent design work. The second was a letter that the panel sent following the retreat that discussed how the panel should move forward as the DBOM contract moves forward.

Key Commissioner Comments and Concerns

- Asks if the creation of the design guidelines is after-the-fact.
 - Proponents stated that it is not. The DBOM contractor has a 90% design guideline document to be able to calculate cost estimates. Stated that location-specific guidelines will supplement later this year.
- Asks how much of what is proposed for each street will get funded by SMP.
 - Proponents stated that it depends on City permitting requirements and will vary with each station's needs per SMP. Stated that the Visions and Street Plans document has much more content and promise than just a focus on the Monorail, but will serve as a guide for dialogue for each segment and what choices exist.
- Asks how many system-wide strategic development opportunities were identified.
 - Proponents stated that they are not sure. This is something that was conducted by SMP.
- States that coordination with transit is imperative. Asks if SAP work considered bus routes.
- States that Dravus Street and Market Street zoning studies will be necessary to look at the residential and commercial conversions.
- Thanks David and Scott for their work, and the work that Lyle is doing that is now folding into theirs. States that the MRRP has appreciated it.

16 Dec 2004 Project: Thomas Street Pedestrian Bridge

Phase: Pre-Design

Previous Reviews: None

Presenters: John Arnesen, Seattle Department of Transportation
 David Hewitt, Hewitt Architects
 Daniel Mihalyo, Lead Pencil Studio
 Brian Sperry, ABKJ, Inc.

Attendees: Ruri Yampolsky, Arts and Cultural Affairs
 John Coney, Uptown Alliance/Queen Anne Community Council
 Pong Jongjitirat, ABKJ, Inc.

Time: 1 hour (SDC Ref. # 169 | DC00343)

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

- Encourages the extension of the bridge over Elliott Street, or alternatively humanizing Elliott if the bridge ends there;
- Acknowledges that attentiveness to the bridge treatment and lighting is an excellent approach and finds the design team's early thinking to be headed in the right direction;
- Encourages the design of the bridge to be something that is very simple, minimal, and clear to be realized within the budget, and work also as a piece that is harmonious and complimentary to the Heizer sculpture in the park nearby;
- Finds the project to be a huge challenge, but agrees that the pairing of architect and engineer is a perfect team;
- Recommends approval of pre-design.

SDOT and ABKJ Engineers are beginning design of a new pedestrian and bicycle overpass. This will provide a key connection to Myrtle Edwards Park from the Lower Queen Anne and Belltown neighborhoods as proposed in the neighborhood plans for both areas. The new structure will go over the railroad tracks, from Elliott Avenue West to Myrtle Edwards Park at West Thomas Street. The overpass will connect a future bicycle and pedestrian trail from South Lake Union and the Seattle Center with the waterfront bicycle trail in Myrtle Edwards Park. Design began in September 2004, and the team is looking to complete design work by the end of 2005. The project has received \$2.9 million from the ProParks Levy and the Shoreline Park Improvement Fund provided by Metro when it built the Westpoint Treatment Plant.

This project has been a community-driven project. Both Queen Anne and Belltown communities have spearheaded efforts to ensure that this project occurs. A feasibility study was conducted by the Parks Department in June of 2001 that identified the feasibility of bridge placement in the area. The project lies within a street right-of-way. Proponents identified that Elliott Avenue is an issues in terms of pedestrian safety. Proponents noted that there are little opportunities to enter the park and waterfront from the Lower Queen Anne community.

Key challenges of the project include crossing Elliott Avenue, carefully choosing the type of structure

that will serve as the pedestrian and bicycle overpass, selecting appropriate aesthetics and art that will compliment the structure, and keeping within project budget.

Proponents are currently working on the Access Evaluation Report for two locations: 4th Avenue and Thomas Street. The study will look at options for creating an overpass of rail road at 4th Avenue West or West Thomas Street, examine pedestrian signal options to cross Elliott Avenue, look at how to redirect pedestrians to nearby signalized intersections, look at extending the bridge over Elliott Avenue, and will examine options for touching down in the park. Phase 2 of the project approach will include environmental permitting, looking at potential right-of-way changes, and PS&E.

The design team is researching several different bridge opportunities in terms of form and opportunities for artistic treatments. They have chosen attributes of several bridges, including Campo Volantin in Bilbao, Spain; the Ganter Bridge in Eisten, Switzerland; and the Punt da Suransuns in Viamala, Switzerland. They are examining attributes such as form, material, bridge impact on the surrounding context, and visual appeal. Proponents are also researching different forms of lighting and what forms may be most appropriate for the project, as well as different types of pedestrian usage and walkways, and different forms of ramps and stairs.

Both artists on the team will be examining site history and historical context and Potlatch Trail history, and will be working with the Heizer sculpture boundaries that currently exists on the site. They will be referencing various site influences such as art, views, trains, natural history, human history, resting points, bike transit, surrounding businesses, interested parties, recreation, the Uptown Alliance, utility lines, and the City's civic core. The artist team will be looking at artistic and creative precedence, researching design elements, artistic features, and elements of creative form.

Next steps for the project team include completing the Access Evaluation Report and selecting a bridge location, determining the point of preferred access across Elliott Avenue, conducting public meetings, and developing bridge types and approaches, art, and architectural concepts.

Key Commissioner Comments and Concerns

- Asks if there are any Elliott crossing options.
- Encourages proponents to be cautious about the need to humanize Elliott, and states that the bridge over Elliott may work against efforts.
- Enjoys the opportunities for lighting.
- Supports the crossing over Elliott if possible. Further states that Immunex may not be the model proponents should refer to, as it includes too much design.
- Encourages proponents to look at a design approach that is simple, clear, and minimal.
 - Proponents stated that they see an opportunity to incorporate a berm to minimize the length of the ramp.
- States that this is an incredible team with inspiring collaboration and intuitive design capabilities.
- States that the skybridge over Elliott would require Council action, and encourages proponents to bring that phase of the design to the Commission at a later date.

Key Visitor Comments and Concerns

- States that the Queen Anne Neighborhood Plan of 1999 includes this project. States that the Uptown Alliance and the Queen Anne community have been strong advocates over the years.
- Encourages proponents to make sure that the project does not get delayed and gets realized, and encourages proponents to not make the Elliott crossing a stumbling block in the process.

16 Dec 2004 Project: Southwest Library Expansion Project

Phase: Design Development Update

Previous Review: 20 November 2003 (Design Development); 19 June 2003 (Schematic Design); 16 January 2003 (Scope Briefing)

Presenters: Rick Sundberg, Olson Sundberg Kundig Allen
Olivier Landa, Olson Sundberg Kundig AllenAttendees: Justine Kim, Seattle Public Library
Leann Crist, Olson Sundberg Kundig Allen

Time: 40 minutes

(SDC Ref. # 221 | DC00099)

Action: The Commission thanks the team for the presentation on design revisions and would like to make the following comments and recommendations.

- Appreciates that the proponents were able to balance budget constraints with design opportunities, and in some cases made some great improvements, providing more clarity in the plan and fenestration, and also in the visible transition between the old and new building;
- Is not supportive of losing the arcade, but values the alternative building entrance solution proposed by the architect and finds that it embodies the same qualities, hierarchy, power, and civic presence;
- Appreciates that the design firm paid due respect to creating an interesting, modern building;
- Supports the new design idea to bring the library to the street, as it creates a nice, civic gesture, as well as a larger presence;
- Is intrigued by the use of inexpensive building materials, and do not necessarily see that as a compromise;
- Encourages further development of the landscaping, especially the selection of trees between the building and the parking lot;
- Recommends approval of revised design development.

Proponents have returned to the Commission to present design development for this project. A redesign of the library was forced due to the construction bid surpassing the budget estimate by 30 percent. The design team has took 1,000 square feet out of the \$3.5 million budget, and the project is now a two-story, 15,000 square foot building.

The project is located on the corner of Henderson and 35th SW. The existing library is a one-story, steel frame, brick veneer, 7,500 square foot structure built circa 1962. The building has essentially zero visibility from the street. Proponents are keeping the parking and landscaping as was designed in the former plan.

The previous design included a building with an exposed steel frame, and stretched from the property line on the south to the northwest corner in order to give the building civic presence. The program in the revised scheme is essentially identical. In the new scheme, the main open space is in the same location. There is a large set of stairs that approach a covered canopy to the new entrance. The new multipurpose room is smaller, but is a stand-alone piece of the project.



North and West Elevations

As pedestrians approach the project, there is a large grade change off of 35th Avenue SW. There are two canopies: one that leads users to the main entrance, and one that is placed at the top of the stairs over the bookdrop. The building is largely west-facing, and proponents have decreased the amount of glass used in the overall project. Glass is used in the lobby and work areas. The building is naturally ventilated, and is day-lit in the center. The areas that are air-conditioned are the multipurpose room and the work areas. There is a 3-foot concrete base around the entire building. The back portion of the building is a corrugated cement board. The front of the building is covered with a 4x8-foot thin-ply wood paneling that will be treated like a rain skin. Spatially, the building is simpler and cleaner than the former design, with a clearer organization of staff room, restrooms, stairs, and lobby, among others. Proponents have located the mechanical system on a lower roof on the backside of the building.

Key Commissioner Comments and Concerns

- Asks if the art pieces are still included in the new design.
 - Proponents stated that the art pieces are still included in the same sequence, but are placed under the entry/canopy.
- Appreciates the cleanliness of the design and the new materials.
- States that low-cost materials do not seem to compromise the design, but wonders about the exposed fasteners.

- States that the arcade is not such a loss in the new design. States that the former design was heavily civic, but the new design seems to balance with the neighborhood context.
- Appreciates the beauty of the design.