



**Seattle
Design
Commission**

**APPROVED
MINUTES OF THE MEETING
21 December 2006**

Greg Nickels
Mayor

Karen Kiest
Chair

Tasha Atchison

Pam Beyette

Evan Bourquard

Brendan Connolly

John Hoffman

Mary Johnston

Anindita Mitra

Dennis Ryan

Darrell Vange

Guillermo Romano
Executive Director

Layne Cubell
Senior Staff

Projects Reviewed

DPD Planning Division Update

Seattle Center Long Term Investment Program

Hancock Fabrics Fauntleroy Place Alley Vacation

Harborview – Ninth & Jefferson Building Alley Vacation

Convened: 8:30 am

Adjourned: 3:30 pm

Commissioners Present

Karen Kiest, Chair

Pam Beyette

Evan Bourquard

Brendan Connolly

John Hoffman

Mary Johnston

Anindita Mitra

Dennis Ryan

Darrell Vange

Tasha Atchison

Staff Present

Guillermo Romano

Tom Iurino

Heather Nelson



Department of Planning
and Development
700 5th Avenue, Suite 2000
PO Box 34019
Seattle, WA 98124-2000

T: 206-615-1349
F: 206-233-7883

printed on recycled paper

21 Dec. 2006 Project: DPD Planning Division Update

Bi-Monthly Update

Briefing by Cubell

Presenters: John Rahaim, Department of Planning and Development

Time: 1 hour (SDC Ref #: 220/RS0606)

Summary: The Commission thanks John Rahaim for his bi-monthly update on ongoing planning initiatives and upcoming projects. The Commission made the following comments:

- **Is pleased to hear of the progress on the PSB site in follow up to the Commission's fall workshop. The Commission understands that 2 teams are being considered as finalists on the RFP, both gave presentations recently, and the City is now requesting additional information and expects to make a decision by early 2007.**
- **Understands that growth in Center City and related transportation issues continue to be important topics for the planning division.**
- **Appreciates that the Neighborhood Business District Legislation which recently passed marks some success in simplifying the commercial code and is not surprised that the most controversial element was parking.**
- **Appreciates the update on Seattle's Green Factor initiative which recently passed at Council, the first program of its kind in the country to provide a scorecard for calculating open space requirements for developers. Also has great interest in the Open Space Impact Fee program being proposed by the City and still in development. The Commission would like to stay in the discussion on both programs as they continue to evolve.**

Proponent's Presentation:

Both John Rahaim and Commission Chair Karen Kiest were invited by FFD to participate in recent presentations by the two team finalists responding to the RFP for the PSB site. The public space was part of the proposals, but not emphasized as part of the presentations. Both teams had a space-programming person present, and have identified public space management as a top priority. There are high expectations for this project.

Seattle Center is presenting later this morning to the Commission, and John Rahaim recently briefed their new Century 21 advisory group. They were interested in growth numbers for the surrounding neighborhoods where Center City growth will be occurring in the next few years and were very interested in transportation planning. The Seattle Center has a dual role as an urban amenity and a green space for the surrounding area.

After 19 months, City Council passed the Neighborhood Business District (NBDS) Legislation, which applies to all commercial areas outside of downtown. This is part of an

ongoing simplification of the Land Use code. The code was cut in half in terms of the number of pages. The most controversial changes regarded parking regulations. In urban centers and around transit stations, this eliminates parking regulations entirely. In other areas, parking regulations will be reduced. What the City found is that in most of the city, there is not a shortage of parking, but rather parking is available even at peak times, albeit pay parking. The City would like to talk about instituting parking maximums, as Portland has done, and the City is looking at this for potential future legislation. Currently the City is analyzing on-street parking management (pay stations). Merchants support this system as it allows for turnover. This represents one step toward the City encouraging less reliance on cars as the primary means of transportation in the city.

The Seattle Green Factor recently approved by Council in concept as part of NBDS is a scorecard for developers modeled on an innovative approach used in Europe (particularly Germany and Sweden) for open space. This will replace previous landscaping requirements. The draft ordinance is still under review but would require 30% of a parcel in the Neighborhood Commercial (NC) zone to be vegetated, or its functional equivalent by using Seattle Green Factor credits. A new brochure summarizes the program and an electronic worksheet is available on the internet to help applicants calculate their score. Green roofs, large and small tree planting and preservation, layering of vegetation, low water use, and other factors provide flexibility for developers to meet the code while maximizing the vegetation potential of the right of way. Berlin and Sweden use a similar system. It has proven a flexible way to get more greenery in the city. (Learn more at <http://www.seattle.gov/dpd/planning/nbds>.)

The city is also dealing more comprehensively with open space and sidewalk requirements, and is proposing new legislation that any development regardless of threshold size be required to build a sidewalk. This is part of a whole package of Center City Open Space improvements we are in the process of developing. Open Space Impact fee legislation is in the works still and applies only to urban centers presently. That money can only be used for publicly owned open space or capital improvements to open space and must be spent in 5 years. Some of the funds will be available for street improvements, park-space, etc.

Key Commissioner Questions and Comments:

- With the Open Space Impact Fee, is there a strategy to buy a whole block for open space? I'm concerned about that next scale.
 - The city has to match these funds. This pushes the city into putting a fair amount of money in the capital budget for parks. We are limited to how much we can charge developers. We can't charge them for a deficit of open space that already exists. We can only assess impact by any one particular development. We haven't gone so far as to say if we accrue this much property over time, then we can buy up a city block.
- By the time we get the money, the land will be 20 times more expensive.
 - We feel that the siting of open space and streetscape improvements should be developer driven. We strongly encourage this as a goal or we will start developing this fund and won't be able to find sites. We want to aim for something that happens sooner rather than later.
 - We have time in our Planning Division work-plan next year for developing

citywide pedestrian and open space plans: Center City Open Space/the Blue Ring Plan. Open space 2100 has also been critical. The focus of the work is about green infrastructure, a very healthy thing to be talking about. It's about time!

21 Dec. 2006 Project: Seattle Center Long Term Investment Program
Background Briefing
Briefing by Cubell

Presenter: Robert Nellams, Seattle Center
Shelly Yapp, Seattle Center
Jill Crary, Seattle Center
Dennis Forsyth, SRG
Rick Zieve, SRG
Janet Pelz, Pelz Associates

Time: 1 1/2 hours (SDC Ref. # 220/RS0611)

Summary: The Commission appreciates the team's presentation on the process ahead and the framework for beginning a new phase of development at Seattle Center and makes the following comments:

- **Commends the team for including design professionals with experience with this site to ensure continuity.**
- **Commends the team also for their larger vision about creating a gathering place that encourages the connection of cultures in the park. It is much more than just making a design statement.**
- **Looks forward to working with the team on the planning process which is anticipated to be completed in 2008, including advisory committee meetings and design charrettes with preliminary plans to be completed in 2007. Recognizes the planning scope includes improving facilities, green spaces and theater spaces and that work will continue as Gates Foundation campus is built on adjacent property.**
- **Agrees that transit remains a significant challenge, it should be easier to get to the Center without driving and that public access is critical.**
- **Suggests that alternative transportation modes should be provided to deliver people to the Center.**
- **Encourages coordination between the Gates Foundation and the Seattle Center design teams.**
- **Recommends that green-space in the Center, as it is redesigned, should be engaging while also providing un-programmed space.**

- **Underscores that the permeability of edges is critical.**
- **Wonders whether Seattle Center could be a recipient for the Open Space Impact Fees currently being developed for Center City.**
- **Urges the team to consider a clarification of art within the development program.**
- **Most importantly, encourages the team to design the Center to last.**
- **Finally, looks forward to future reviews with the design team and Commission involvement in upcoming open houses and the February design charrette..**

We will be looking today at the long term investment program for Seattle Center. The hope for the Seattle Center team who is presenting today is to give an overview and background of the Center and its vision for moving forward. This is an informal, conversational briefing.

Proponent's Presentation:

The project aims to provide a framework of the physical opportunities in terms of Seattle Center's mission and goals. With the selection of consulting team in Oct, and Century 21 committee, we kicked off this process. This includes a 20 year investment plan and the first phase of development. The Mayor's Taskforce on Seattle Center Sustainability letter is included in the packet. Also two schedules are included in the packet showing the 2 year process starting in November 2006 and culminating in November 2008. The EIS process has begun. The initial phase in June/July is drafting a series of alternative options to be reviewed in the DEIS process. After this we can determine funding. In January, the public can comment on what they want, then the design team will consolidate these comments, work with the committee to array and then to draft alternatives which will go through another public review, after which we will finalize the alternatives for scoping. We view the Commission as intimate advisors on this (will present on January 18th), as are the public, civic organizations, etc. We also hope to garner the participation of a few commissioners to participate in the public meetings.

A design charette will be conducted in mid February. SRG Partnership are the architects; they were involved with the redesign of Key Arena in mid-90s and have been involved in Seattle Center ever since. They are also working with Janet Pelz on the team now who has extensive experience working with Seattle Center, and team members from GGN and Weinstein A/U. The team has a strong knowledge base of what has gone before so we can move ahead and design for the future. The Center's Sustainability Task Force completed their report last year, and the Century 21 Committee will chart the course for the next 20 years of redevelopment by building on the Seattle Center's successful history of public stewardship, community participation and successful public-private partnerships.

Master Plan Urban design principles were begun with the 2000 Seattle Center Plan. Bond issues and proceeds from building concessions are used to pay for improvements. The team was careful to recycle when possible buildings and programs on-site. Unprecedented number of privately funded projects capped with the building of the EMP. Community Center Levy was renewed in 1999, beginning a phase of new development for edge of theater district. The new Gates Foundation campus is slated to begin construction in 2 months. Funds are available in 2007 to do maintenance and improvements to the existing monorail line. Welcoming new entries and green-space and signage are planned for this phase. Preliminary

designs have been proposed along the theater district edge along Mercer. Mayor's taskforce acknowledges need to improve the Key Arena back of house area which hasn't been touched since it was built in 1940.

The Vision Statement of Seattle Center is to be the nation's best gathering space. This is a safe, accessible, clean and friendly place that is large enough to contain our entire community. This is very important to Seattle Center in terms of its mission. Seattle Center wants to be the first destination choice for the people of our region, to provide programs that celebrate the difference and uniqueness of each individual in ways that bring everyone together as a community. The Seattle Center is also focused in their vision statement on being financially successful through an entrepreneurial spirit and public stewardship, and to be a great place to work, with work that has value to the community.

Transportation and access to the Center is a big issue. At present, it is not easy to get to the Center. The Center is a public park, and should be supported with public funds. The Center needs strong strategic partners, and plans to take advantage of the Gates' Foundation's new importance in the area with their campus development. The Seattle Center needs to be organic and flexible, continuing to evolve. It is authentically a Seattle park. What is needed here is what works for Seattle, we should not be looking to Central Park, Millenium Park or other places for direction. The key word in going forward is "And" i.e., commercial And public; open and accessible And have ability to create private entities. It's not an either or proposition.

Visitor Comments:

- We encourage the Commission to invite the co-chairs of the Mercer Corridor Stakeholder Committee to come and present when the Seattle Center team returns in January.
- The civic organizations and the Queen Anne Neighborhood Association are very supportive. The early focus will be on the boundary areas and the accessibility. We are very pleased to hear about the development in the boundary zones. The Seattle Center came before the urban center planning concept now being pursued in other parts of the city. We would like to support the importance of integrating Seattle Center into the Mayor's Center City strategy.
- Friends of the Green continues to follow this project. Our main conversations with Seattle Center to date have been about editing as part of the master planning of the Center. It is important also to consider how it looks from above, from commercial and residential buildings in the area. A cohesive plan will allow people to move very well through the space whether that is strolling with their significant other or packed in during a major event.

Key Commissioner Comments and Questions:

- First of all, Congratulations!
- It is a tough question of what we collectively as a city want to see there. We are one of only 4 cities in the country to have all three of the cultural heavy hitters: our own symphony, ballet and opera. This space also combines sports and theater functions.

What else could we possibly want to see there?

- A lot of requests that we see from people are basic enhancements to what we have at the Center. Enhanced food activities are desired, as well as additional evening activities. Opportunities for empty nesters and singles should be provided for as well as for families, who have been traditionally provided for by this space.
- This is a living, growing, thriving place. Your mission may be as much about editing as about adding facilities as you face the next generation in your funding. I hope the master plan will give you a chance to see this in the best way as a campus. On the one hand you hope there will be more arrows to connect the ways that you enter and use the center. Seeing how it ties in to the larger community is of utmost importance. There remain a few really legible spaces on campus: the central fountain and the Space Needle, for instance. More of the spaces need to become memorable and legible like this, and you need to speak more to locals rather than just visitors. This park has a regional draw, not just from Seattle, and not just outside tourists, although that makes up a huge portion of visitors.
 - It is actually equally divided between both. 50% of visitors are from outside of King County, half of which are coming from out of state, and the other 50% represent King County residents.
- The context should also consider connections with the Thomas Street pedestrian bridge to the sculpture garden and Queen Anne.
- Are there any specific conditions essential according to the Master Plan?
 - We can't touch the fountain. The master plan and urban design principles function as our constitution, and should, for the most part, not change. Currently there is an opportunity to open up the East edge to make it much more accessible to the public. Givens are things that we've already done in the last 10 years, i.e. McCaw Hall and the EMP, these will not be changed.
- Can you describe the politics and debate around memorial stadium?
 - The reintegration of the stadium is a great opportunity, our biggest as it represents 9 acres of the site. The city leased the stadium to the school district for one year. As long as the school district uses it as a sports facility it has the use of this space. There is an opportunity to have discussions on how to partner to allow them to maintain the revenue streams from the parking lot and to use those funds for educating the kids and give up the stadium. My hope is that the time is now for a change. We are actively pursuing integrating the stadium back to the rest of campus. This can be seen as a win-win, supporting the revenue of the school district while addressing the public's desired use of the space.
- For the Center to be organic it needs to be able to be accessed from all sides.
- As this master plan develops, the Gates Foundation campus will experientially be very much a part of the Center. Harrison Street entry as well as the 5th Street corridor should set up the users experience of the site.
 - The whole terminus as well as the façade along this area is very important to us. We have been considering how to make Republican Street more

integrated. The Gates Campus itself is going through the Design Review Panel.

- I hope you will graciously mold the entry from Thomas, with access to the Children's Museum.
 - We have funds from the Gates Foundation to begin this in 2007. We have also been collaborating with SDOT on this area.
- The FUN (Family Urban Neighborhoods) Initiative was recently presented to the Commission. There could be more dialogue with that team in terms of seeing how Seattle Center can be more child-friendly, especially for teens. The Commission was vocal in supporting the skate-park there. Safe, supervised opportunities for teenagers are very much needed in the city center.
- Green-spaces are visually very appealing and important environmentally, but they should also be designed primarily for public use.
- Symbolism is an important national issue. This should be employed to make everyone feel welcome and represented. Examples of this in our context are images of fish and whales in Native American iconography. The question is how to engage other cultures in a way that is gracious and respectful.
- Incorporating alternatives to driving with transit, bicycles and pedestrians are critical.
 - We would love to see a streetcar connection, and improved transit options. Any support we can get from you would be most, most appreciated.
- Hong Kong's public transit agency could be a model to look at. They are the only agency of its kind in the world to actually make a profit. The key to this is smart cards. The transit agency issues credit cards that can be used for transit as well as other purchases. We encourage you to study Hong Kong!
- The master plan focuses on the core. From a transportation perspective, as the network changes with the lowering of Aurora and with Broad Street changing dramatically over the next ten years, you should carefully consider these opportunities and challenges. The Mercer Corridor is also changing and this will make Denny a really vital corridor for transportation. Also look at this.
- You might lose something if you lose Broad Street. Connecting the grid is important, however, and will enhance the accessibility to the surrounding area.
 - Rejuvenation and restoration of the Broad street green has been considered, but drainage is a big issue preventing use. In studying Broad Street, looked at transportation connections. The potential lowered Aurora option gives more opportunities, reduces the time to get to the center and will be an access advantage, which surprised us. Mercer Corridor is also expected to change and this would make Denny a real vital corridor for transportation. Please make sure this is considered moving forward with the master plan.
- The Center should be a non-destination park.
 - In our EIS study, it was identified that the largest numbers of people that come to the Center are just to hang out, not for major events. This is

opposite of the community perception. What we need to do is to upgrade the amenities.

- Food is a chicken and egg issue, no pun intended.
- What's your approach to the sustainability of Seattle Center from an environmental perspective? The Gates Foundation is incorporating some green marvels. Can you celebrate the waterfront green and other environmental features in ongoing development of the site? We would like this to represent the city in its role as a leader in environmental sustainability.
- I hope you don't lose the bandstand in the Center House. I know it's not as sophisticated as other features, but it is very vibrant. 5000 kids per year performing here, and very, very old people dancing, etc.
- Light (laser, LED) arts could provide a way to engage people in the evenings.
- An art plan that's integrated into this part of the process could be critical. If there's a vision in place for large projects it can really drive it in an interesting way.
- Licenses for street artists could foster a culture that doesn't exist in the city now. This could be an opportunity for people to share their creative energy.
- The more permeable you can make the campus, the more extension you can get out to the surrounding area. Open space impact fees are intended to create new open space (the new Seattle Green Factor). Consider a Seattle Center impact fee so that new development that comes in that has people selecting to live there pay impact fee, designating Seattle Center as a recipient.
- The EIS shapes a lot of what comes about in the CIS process. Make every effort to keep needs and wants at the forefront when designing this space, so that you aren't pushed by other forces to change priorities. I really liked the word authentic in describing this project, and I support making this place attractive as a non-destination place/park. We need more pieces in this equation for transit access than the monorail which is what most people immediately associate with the park.
- There is a paradox here in building things to last, and also complex preservation issues. One legacy to be considered is the landscape, as some of the finest landscape architects have been involved in this space. It is a landscape heritage site in some ways, important in creating new ways to look at the landscape and sculpted landforms.



Seattle Center Master Plan Update February 2005

21 Dec. 2006 Project: **Hancock Fabrics/Fauntleroy Place**
 Alley between SW Alaska Street and 39th and 40th Aves SW
 Phase: Alley Vacation Follow Up
 Briefing by Cubell
 Previous Review: October 19, 2006
 September 07, 2006
 Presenters: Easton Craft, Bluestar Development
 Barbara Harley, Bluestar Development
 Peter Stricker, Stricker Cato Murphy
 James Blisset, Stricker Cato Murphy
 Attendees: Michael Dorsey, Seattle Department of Planning and
 Development
 Beverly Barnett, Seattle Department of Transportation

Time: 1 hour (SDC Ref. # 170)

Action: The Commission thanks the team for their thorough presentation. This project occupies a complex intersection in an important location along SW Alaska in West Seattle. It is a difficult project in terms of the need to balance public and private elements. We appreciate that you are wrestling with that and would encourage you to keep at it . The Commission recommends that the public benefits package proposed for this alley vacation is appropriate, with several following conditions.

- **There is a general sitewide need to integrate the lower retail space with the public space in a more successful way.**
- **The Commission is especially concerned with the placement of the stairs and the connection between the two plaza elements, private and public, at the main entry at the SE corner.**
- **The Commission applauds the softening of the edge along SWAlaska and encourages using more greenery there to enhance the pedestrian experience and further buffer the edge along this busy street.**
- **Applauds your effort to divide (break down?) the streetscape along Alaska and provide a pedestrian buffer, but we have concerns with the tightness of the sidewalk and the continuity of the path as it meets the corner spaces. Reexamine the two ends of the corridor to make this more successful.**
- **Appreciates the effort to spread the public amenity around the site, but feels the attention paid to the alley way is inappropriate. Move some of this enhancement to other areas where it will be more visible.**
- **The Commission also expresses some concern about noise and disruptions in alley, and questions it as viable pedestrian access.**

- **The Commission is disappointed that there is not a more thorough presentation of the art that will be incorporated into the site, and encourages the team to engage an artist soon to integrate into the project team, and collaborate with the landscape architect.**
- **The Commission approves the public amenity package as proposed, but would like to see the project design as it evolves in response to our concerns.**

In October, the Commission approved step one of its vacation review, finding that the vacation made sense from an urban design perspective, but did not approve step 2, believing the public benefits package needed more work. The project has recently gone back to the West Seattle Design Review Board for an update on the current design. The Commission's challenge today is to review and assess the public benefits package of this project.

Proponent's Presentation:

The site is at Fauntleroy and SW Alaska along 39th and 40th. This is C1-65 zoning and L-2 zoning to the north and west. The last time we talked extensively about the upper 2nd floor plaza space as a public amenity. We are no longer calling this a public benefit, though it will still be open to the public. In lieu of that, the team has taken steps to add public benefit features to the site at the street level on all sides. The first of which is an alley enhancement using pavement and landscaping to make this more of an urban, residential side street where there is now an alley. The most significant public amenity is enhancement of the existing corner pedestrian refuge or plaza area on the southeast corner with landscaping, lighting and benches. Streetscape improvements along all 3 streets are now proposed that continue these elements. Star indicators on the plan identify public art opportunities. The team has also beefed up some pedestrian amenities by adding bike racks and benches.

On the overall landscape plan, the streetscape is very much enhanced. The team has taken the L shaped area of the alley to break up its length and provide pedestrian refuge along the edge. In addition we've suggested green edges and trellised where vines can be grown. On the other side of the entry we've added planters, seating, a semi-public area with decorative pots and provides 8' sidewalk with narrower path along the curve. We are proposing benches and streetlights and street trees at approximately 30' on center. There is a significant grade change that we buffer with a barrier of stepped seat walls that terraces down, buffering the pedestrian from fast street traffic and also provides rain gardens that collects all the storm-water at the site. At the lower area will be trellis-work and possibly artwork, creating a public plaza that creates a separate place of refuge.

Detailed elements include enhancements along the retail edge and large-scale vegetation and integration of lighting and public art. Integrating public art could include using pavements with stamped impressions, patterns or textures. The lighting should give the area a sense of security at night as well as warmth. Walkways incorporate a textured paving experience, possibly integrating public art into an impression in the pavement. The buildings are set back further with the goal of developing the alley, according to Design Review comments. Truck access routes are diagrammed to show improved flow. Looking down into the alley, the team is proposing to buffer the project from the neighbors and make the space feel more friendly. Lighting is designed to not send glare to neighbors, but the space and recesses are well lit for a feeling of safety at night. The trelliswork along the building incorporates a green screen that connects with the apartment balconies above.

Visitor Comments:

- Michael Dorcy, DPD Land Use Planner, presented recent Design Review board comments. The board agreed with the Commission and SDOT that the alley configuration proposed earlier this year had created an awkwardness, and the Review Board feels that the current proposal addresses traffic and pedestrian concerns very well. The comments of the Review Board focused on the massing of the buildings and the question of how to enliven the storefront and upper level open space. Another concern is the cavity between the two shoulders of the building, with the suggestion to take off the necklace and put on a hat.
- Beverly Barnett, SDOT, comments on traffic. She notes there are still street design issues to figure out. She suggests finding a balance to provide for service vehicles and for pedestrian character. The team will also need to figure out the size and radius that trucks will need. Conversations should occur about widening either side of the peninsula if possible. The existing streets make this difficult. Parking and short term parking are also being looked at by SDOT. We would like to see the sidewalk along 39th widened if possible. Pots can provide obstacles for ADA users. Overall, the pedestrian environment looks much enhanced. However, generally we don't consider alley improvements to be a public benefit. Given the service vehicles, this is really a functional corridor. Enhancements mitigate effects to neighbors, but there may be too much effort in the alley, not really seen as the public benefit for the site. The triangle however, seems like a great place to sit. There is not a light standard requirement. SDOT and Parks look at consistency in the area. With so much change along Alaskan, there should be consistency of approach. The code requirements for SDOT pertain to inclusion of standard lighting, sidewalks and street trees. Street furniture, additional vegetation etc. are above and beyond what is code required.

Key Commissioner Comments and Questions:

- What kind of process has the team used for artist selection?
 - We've gone through 4Culture's website list of artists. Our goal is to have the artists work freely within our material and size guidelines. We've identified 5-6 who might work well and will give them the opportunity to make proposals. We like the idea of using local, West Seattle artists. We will also sit down with 4Culture staff about the process of artist selection.
- There has been an acknowledgement of the L-2 zone in the alley. By pulling this back and creating green space, it changes the entire feel of the alleyway.
- There is a question about noise and visual noise in terms of palettes in the loading zone.
 - This would be tucked in, and there is a gate proposed as well.
- Has SDOT seen or commented on the sidewalk that jogs from the residential area to the curb cut?
 - No this is new.
- The triangle is what is being presented as the primary public benefit. What is the function of the wall?
 - It is a visual and noise buffer.
- Is there another pedestrian crossing across Alaska?
 - No.
- There are a number of trees provided above code requirements, correct?
 - Yes. There are trees at 24' on center, not the standard 30'. All of the landscaping beyond the trees is additional.
 - The hardscape gives a texture and definition of the space, that is why we designed it like this, rather than with more greenery, which can be like Velcro, attracting detritus.

- Focus on quality, not quantity. The facades are one character, but the question is how it engages at the street level. How do you create a safe neighborhood and enhance the pedestrian environment? There is a balance between public and private that isn't quite struck yet. The site is changing but not at the same rate that you are. This looks like Bellevue, more than West Seattle. We encourage you to keep the dialogue so that the person going down the alley doesn't feel like you are just entering Your space. I appreciate the plaza/triangle, but it seems a little bit paved. I would encourage you to have more green in that space. Most of the time this will be read in a car, it will be unoccupied, but shouldn't seem empty, which may happen with the way it is now designed.
- Do not use the idea of art as the entry-way to West Seattle as a guide. Really engage an artist in your project and collaborate with the artist in a more integrated way. Have them look more globally at your site so the artwork is more melded into your site.
 - That's our next step.
- Discourage artwork and all those improvements on the alley backside. Focus on the most visible areas of the site.
- I appreciate the team's effort to distribute the amenities around the site more than what we saw last time, but it's been to a bit of a detriment on what we concentrated on last time which was the circular entry to retail. The lower level was seen as being potentially vital as a public space. Perhaps see this as a knuckle and connect the plaza with this. It's a fine line, and I think it should give a feeling of the whole space as public, even though there is a line between public and private.
- The site plan suggests a tight corner, pinch-point at the property line near the step down entry circle into Whole Foods. This is such a critical part of the public benefits package it should be more convincing. The space is huge, but very awkwardly organized. All of this could be more deliberate as a public gesture. It's not convincing yet. It's getting closer.
- You may want a wider sidewalk along Alaskan and take away a bit from the landscaping here. Further down you can have a tighter sidewalk further along the east to buffer the pedestrians from traffic.

- Don't emphasize the design character of the alley. I wouldn't embellish so much or encourage pedestrians. Not where I would spend my money. I agree that the apron in front of the store entrance should be clarified. Hoping that the staircase would go away, but it hasn't. between the necklace, helmet, staircase, these may be better evaluated by the review board, we're interested in making these work better together. Your response to our previous comments was to embellish the perimeter, since we didn't approve the perimeter before as public benefit. The first criteria for public benefit is to look at the area that's being vacated and how significant it is. In this case, you are vacating a short portion of the alley, this is only a small loss. The perimeter improvement in this case is probably sufficient. The second criteria is that the scale of the public benefit should relate to the scale of the project. These two are somewhat contradictory. I think in this case, the public benefit is sufficient.
- What we want is not more, but to simply develop this further. This response was done fairly quickly after the meeting with the Review Board last week. We feel it is not quite ready. We would like to see the artists that have been selected as well.



21 Dec. 2006 Project: **Harborview – Ninth & Jefferson Building**
 Alley between Terry, James, Jefferson and 9th Avenue

Phase: Alley Vacation Follow Up
 Briefing by Cubell

Previous Reviews: June 17, 2004 (Follow Up); July 03, 2003 (Schematic II);
 March 6, 2003 (Briefing); April 19, 2001 (Briefing);
 December 16, 1999 (Concept Design)

Presenters: Elise Chayet, Harborview
 Cindy Edens, Wright Runstad & Company
 Chris Broadgate, Wright Runstad & Company
 Cath Bruner, 4 Culture

Attendees: Beverly Barnett, Seattle Department of Transportation
 Michael Dorcy, Department of Planning and Development

Time: 1 hour (SDC Ref. # 170)

Action: The Commission appreciates the team’s presentation and opportunity to review the alley vacation in follow up with the new streetscape design that will accompany the new 12-story building now being proposed for the site at Terry and James. The Commission finds that the street design meets and in some cases exceeds the original public benefits package and makes the following comments:

- **Acknowledges that there are four changes noted:**
 - 1. Pull out or drop off area on Jefferson.**
 - 2. One additional garage exit lane on Terry with a pedestrian island refuge.**
 - 3. Larger at-grade plaza at corner of 9th and Jefferson.**
 - 4. New retail on 9th Avenue adjoining retail on James Street.**
- **Appreciates that all the other landscape, lighting and way-finding are continued from the previous plan and also recognizes that the design team is still refining details.**
- **The Commission is delighted about new arts funds that will be made available with the expanded project.**
- **The Commission urges further design animation of wall and ground surfaces and integrating the art pieces into the site.**
- **The Commission encourages creating more permeability between the bus stop and the corner pedestrian plaza.**
- **The Commission urges the team to explore the potential transparency of the North plaza wall and improved visual access.**
- **The Commission encourages the team to emphasize design that makes a safe pedestrian experience on Terry Avenue given the entry/exit to the parking garage. Pay attention to lighting and art.**

This is an alley vacation follow up. The Commission last reviewed this project along with an aerial vacation as a package. We're looking today at just the alley vacation. Harborview is now considering a multi story building at the site, which will have consequences for the streetscape. We are looking today only at the landscape design elements and street features that were identified by Council back in 2003 as conditions for their approval that require follow up by the Commission, which is a much more narrow focus than we typically have.

Proponent's Presentation:

Voters approved the Harborview seismic upgrade in the 2000 bond issue which will fund this project. An interim open space will improve the site with planting material, limited paving, lighting, signage and outdoor furniture to create a welcoming public space. Community charrettes looked at connecting the visions to integrate the development of Harborview with that of First Hill. The Community felt that making a much more pedestrian friendly environment was of key importance. We determined that it was much more cost efficient to make the changes in one phase.

The developer came on in July after the hole was already dug, and was charged with redesigning the garage and opening within a year. The building has been approved. All the streetlights and trees are intact and in same location, so as not to go through the process again. The revisions made were on Terry, creating an additional exit from the garage which creates a landing to meet ADA regulations. There will also be a pullout on Jefferson. An additional lane for the exit from the garage onto Terry creates a sidewalk for pedestrians. A larger plaza with a glass canopy is proposed at grade at Terry and Jefferson. Retail was required along James, but more was added this along 9th as well, exceeding the amount of retail required.

Visitor Comments:

- Beverly Barnett, SDOT comments that Traffic Operations have approved the proposal.

Key Commissioner Questions and Comments:

- Talk about how this site ties into the "Walk to the Mountain" path and art concept for 9th Avenue.
 - Most of the art investment will be made in the exterior spaces. The piece commissioned is Gloria Bornstein's "Walk to the Mountain".
 - Patients and staff talk about the restorative power of nature. We thus determined to use the view of Rainier as an organizing principle for the site. The piece is in cast and etched silicon bronze and granite. The artwork starts at the corner of Ninth and James and ends at the east clinic temporary open space on 9th, moving through the site on axis to Mount Rainier. The artist collected pinecones and bits of bark which are being cast in the lost wax process, and will make the sidewalk reminiscent of the forest floor. This will also be used as rehabilitation paving for patients to walk on. There will also be cast bronze sculptural "pods" based on abstractions of medicinal plants.
 - Because this building is larger, there will be more money for art at the site.

- Patrick Zentz' sculpture was eliminated. Signage is really king at this corner, and with signage at the correct height the sculpture was visually blocked. We will still use this artist, but not at this corner.
- Beliz Brother is doing a treatment for the north façade plus a “waterfall” vertical structure and a horizontal cladding under the bridge, all lit with blue LED lights. We took the Commission's comments to heart about making the space under the bridge a friendly, safe experience.
- How far is the proposed streetcar stop from here?
 - It will go up Broadway or Boren, which is a few blocks away. Bus numbers 3, 4 and 60 also serve the site.
- This is great. More money means more art. However, the plaza is hard to read and seems kind of bare. We understand you need a lot of space for a hospital, ambulances, etc, but please address the bareness.
 - It's still, quite frankly, still under design. We want to create a space here that on the bus side is not so dense and busy, like at Benaroya Hall. We will end up with a rich pattern to the surfaces, if not more green.
- Does the bus shelter have to go that far from the curb?
 - This is a major stop, there are lots of people waiting for the bus there. There are also a lot of folks with wheel chairs, we need to create space for them.
 - The glass canopies are the same as what was shown before.
- Are you maintaining the setbacks of the original design?
 - Yes, these are not changed.
- How are you addressing LEED standards for energy efficiency?
 - This building will have more than the previous building. Because of the users, (i.e. the lab, KCME) it is challenging to meet LEED standards, but we will get there with energy and water efficiency.
- We encourage you to try to add to the amenities at the bus stop. We applaud you on what you have, but it looks a bit like a drive through, car drop off, or service entrance. We encourage you to increase the permeability there, using more passive strategies to achieve this. Perhaps you could employ a step along one side or series of planters with gaps. We would also like to see the bus stop better integrated with the plaza.
 - Adding a backdrop and a windbreak for the bus stop users is our primary goal.
- We are curious about why the retail space doesn't open to the plaza.

- The corridor is in the way and the floor level for the retail space is quite a bit lower. The amount of glazing we could get would be more clear-story-like than really making one able to walk into the retail space. The best thing we could do was to bring the exit out to 9th Ave and then look at façade as to how that really gets integrated into the building. It just didn't work with where we needed the retail level. It is good to hear your comments. This isn't designed yet. We have a lot of steps yet to get through. We don't want it to be deadly; we want it to be interactive and warm. People who are here are often not feeling well. We want to make the space feel warm and welcoming.
- Even looking down into a colorful shop might be more interesting.
 - Not if it's retail selling crutches. We'd like to look at this wall as something we can work with an artist on to make something warm and colorful. We are at almost twice as much retail as was required. Our goal is to make the space easy to get into and easy to use.
- Terry is not a primary street. It's treated like an alley on the plan. There is a loading dock entry and three lanes of traffic. The streetscape needs to read as going over vehicular traffic so wheelchairs, and pedestrians feel a sense of safety. We try to make the streetscape read as though the traffic is crossing over something (the pedestrian access) and is well lit.
 - There is separate pedestrian lighting on Terry and 9th. This is not changed from the last presentation.
 - A transformer has been buried at the site and there is a meet and greet at a pharmacy on 9th and Terry.
- There is a safety concern. The area needs good lighting and retail to feel safe.

