



**Seattle
Design
Commission**

**APPROVED
MINUTES OF THE MEETING
3 July 2003**

Gregory J. Nickels,
Mayor

Donald Royse
Chair

Laura Ballock

Ralph Cipriani

Jack Mackie

Cary Moon

Iain M. Robertson

Nic Rossouw

David Spiker

Sharon E. Sutton

Tory Laughlin Taylor

John Rahaim,
Executive Director

Layne Cubell,
Commission Coordinator

Projects Reviewed

Central Waterfront Plan Update
Harborview - Street and Alley Vacation

Convened: 8:30am

Adjourned: 12:00pm

Commissioners Present

Donald Royse, Chair
Jack Mackie, Vice Chair
Laura Ballock
Ralph Cipriani
Iain M. Robertson
Nic Rossouw
Sharon E. Sutton
Tory Laughlin Taylor

Staff Present

John Rahaim
Layne Cubell
Anna O'Connell
Lisa Baker



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3 Jul 2003 Project: **Central Waterfront Plan Update**
Phase: Staff Briefing

Time: 45 min (SDC Ref. # 170 | DC00289)

Summary: **The Commission discussed the status of the Central Waterfront Plan and reviewed the effectiveness of the first Waterfront Forum held on Thursday June 26th and Saturday June 28th. The Commission recognized the first forum to be a success, but agreed with City Design that the two areas that need to be focused on the most are economic and environmental aspects of the waterfront. The Commission discussed long term environmental changes, such as global warming, that will impact the waterfront. They also reviewed next steps in the planning process including the discussion groups proposed for late summer which will focus on urban design/public realm, transportation/goods movement, economic development, environmental conditions, tourism/maritime activity, and cultural resources. The Commission noted that the Sculpture Park will proceed independently of the other waterfront planning efforts. They discussed the formation of a Waterfront Leadership Group which will be modeled on the Viaduct Leadership Group. The Commission also reviewed staffing options for the waterfront planning process. The Commission expressed concern about the lack of diversity on the panel at the first Waterfront Forum, and made suggestions for engaging broader, and more diverse public participation at future events. Finally, the Commission discussed the perceived extent of the waterfront, and the possibility of mapping view corridors to the waterfront.**

The Design Commission feels that the first Waterfront Forum was generally successful, but that it is crucial to have panelists that reflect a broader cross section of the public.

City Design stated that the areas they need to focus on most are economic and environmental. The Commission agreed that the plan should advocate a position that is beyond market forces, but that is informed by an understanding of the potential market and uses in the area. The Commission feels it is critical to understand what the future uses of terminal 46 may be once the port of Seattle has finished their lease. The Commission is concerned about the impact of eroding the industrial base on the Duwamish and the potential for these industrial activities to be relocated to green sites.

The Commission feels that it is important for future environmental changes and impacts to be considered at a large scale including rising water levels due to global warming, and the role of the seawall in the cycle of erosion and the creation of beaches. They feel that the open spaces along the central waterfront have the potential to serve ecological functions, such as runoff management, as well as recreational purposes. The Commission questioned how much the waterfront should be “restored” given its current manmade state. City Design asserted that the goal is not to “restore” the bay, but rather to restore the health of the bay. The Commission agrees it is important to get input from experts on these environmental issues.

City Design stated that they are planning a series of focused discussions on the issues most in need of further investigation. The topics for these focus groups will be; urban design/public realm, transportation/goods movement, economic development, environmental conditions, tourism/maritime activity, and cultural resources. Ideally City Design will cosponsor these events with other agencies. The Commission questioned the size of these discussion groups, and whether they should be working sessions, or public panel discussions. The Commission feels that these should be working sessions, but

should not exclude anyone who is interested from attending. Ideally the discussion participants would be limited to a small group and the number of observers would be unlimited. The Commission reiterated the importance of having a better diversity of panelists in the future. They also suggested engaging the public in unconventional ways possibly by participating in events that draw large groups of people such as the folk life festival.

The Commission reviewed the upcoming goals of the Central Waterfront Plan. Upcoming goals are to refine the Design Principles and prepare background reports that will support the focused discussion groups. These reports will cover; history, natural conditions, use/activity patterns, regulatory framework, urban form/design, transportation, economic conditions, current plans/policies, waterfront planning/development in other cities and waterfront development/management. The background reports and discussion groups are intended to support groups who are interested in developing their own plans for the central waterfront.

The Commission discussed the relationship between the viaduct and the Central Waterfront plan. Because of the schedule of the viaduct project, conclusions made after the discussion groups in October will be too late to impact the draft EIS for the viaduct. The draft EIS will include the viaduct and the seawall. The sculpture park will be pursued as a separate project with its own EIS.

City Design is facilitating the formation of a Waterfront Leadership Group which will be similar to the Viaduct Leadership Group. They would like the mayor to invite people to sit on the panel by the end of the month. City Design reviewed staffing needs related to the Waterfront Plan. At a minimum additional staff are needed for public outreach and to facilitate groups that are developing their own plans.

The Design Commission discussed the extent of the perceived waterfront area. They feel that the unique topography of Seattle's waterfront is a critical consideration in the central waterfront planning process. The Commission suggested mapping areas that have a view of the waterfront as well as looking at examples of other waterfronts with similar topography.

3 July 2003 Commission Business

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| ACTION ITEMS | A. | <u>TIMESHEETS</u> |
| | B. | <u>MINUTES FROM 3 JULY 2003</u> —APPROVED |
| DISCUSSION ITEMS | C. | <u>PROJECT UPDATES</u> —CUBELL |
| | D. | <u>RECRUITMENT UPDATE</u> - CUBELL |
| ANNOUNCEMENTS | E. | <u>PARKS PROJECT MANAGERS MEETING</u> —JULY 8, 1:30–2:30PM |
| | F. | <u>DC COMMUNICATIONS MEETING</u> —JULY 14, 6:00-8:00PM |

3 Jul 2003 Project: **Harborview – Street and Alley Vacation**
Phase: Schematic Design and Public Benefits Package Follow-up
Previous Reviews: 19 April 2001 (Design Guidelines and Public Benefits Package), 1 March 2001 (Briefing), 16 March 2000 (Briefing), 2 March 2000 (Briefing), 16 December 1999 (Conceptual Briefing)
Presenters: Elise Chayet, Harborview
Rich Dallam, NBBJ
Chuck Kolb, NBBJ
Attendees: Beverly Barnett, SDOT
Joe Brogan, Foster Pepper
Midhat Delic, NBBJ
Jamie Fleming, NBBJ
Joel Matulys, UW - CPO
Carol Proud, DCLU
Maureen McCarry, Harborview
Allen Whitaker, NBBJ
Jerry Yin, NBBJ

Time: 1 hour 30 min (SDC Ref. # 221 | DC00134)

Action: **The Commission thanks the team for the clear verbal and visual presentation and would like to make the following comments and recommendations.**

- **The Design Commission supports the gestures so far to improve mobility in the area for both cars and pedestrians;**
- **encourages the design team to focus on the bridge building and sustainable design; supports what has been done in terms of thinking about the building’s transparency, activity and the experience up close and encourages the team to look at the bridge as a landmark and a terminus to the street as well;**
- **suggests the design team consider the stair as an arts opportunity and urges them to investigate how it might be read from a distance;**
- **supports the proposed donor opportunity on the roof of the bridge and encourages the team to make this an outdoor open-air space;**
- **would like to see continued focus on the underside of the bridge as a design element in its own right;**
- **urges the team to focus more energy on the finer grained pedestrian environment including consideration of pedestrian crossings and social spaces in relation to “smoking areas”;**
- **applauds the intention to create restorative spaces and would like to see how the temporary public open space might remain as a permanent amenity with other intimately scaled spaces of respite;**
- **encourages the setback at the corner of 9th Ave. and James St. to be developed as a permanent public amenity;**
- **feels it is extremely important that the team pushes the sustainable aspects of the project regardless of the LEEDS certification, particularly the noise reduction component as it works with the design intent of compassion;**
- **appreciates the early incorporation of art into the design and the three**

dimensional consideration of space, and encourages the artists to explore how water and light might communicate the building intention;

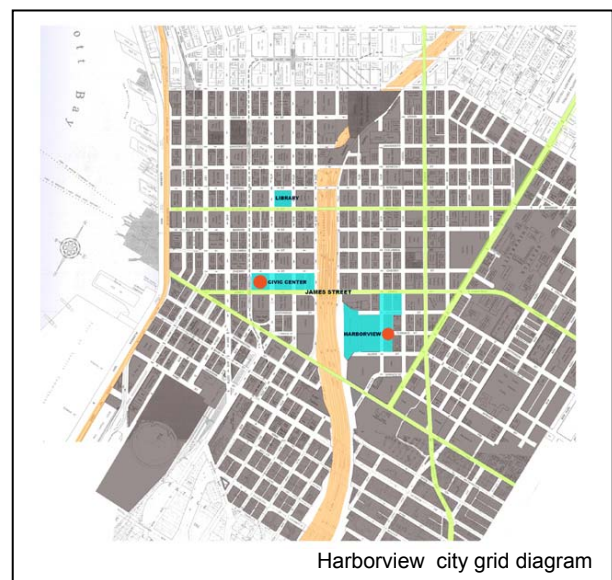
- **would appreciate more participation by the artists and landscape architects at the next meeting; and**
- **recommends approval of the public benefits package at the schematic design stage.**

Two years ago the Commission recommended approval of the aerial street vacation over 9th Ave. between Jefferson St. and Alder St. and the alley vacation between 9th Ave. and Terry Ave, and James St. and Jefferson St, with the condition that the team develop the larger context of the street and open spaces. In March City Council approved the street and alley vacations with condition 8 of the approval outlining public benefits to be included and to be approved by the Design Commission. These public benefits include; streetscape refinements along 9th Ave. and James St, refinement of the interim open space on 9th Ave. and Alder St, use of LEED standards as a development guideline, incorporation of wayfinding elements that facilitate use of public spaces, and response to urban design impacts of building over 9th Ave.

The project is currently in the schematic design phase. A bond was passed by voters in September 2002 in order to improve seismic capability of Harborview facilities, meet new FEMA standards, relocate critical functions out of unsound buildings, and add capacity to the trauma center (up to the license capacity). Currently the facility is operating at 99% of its capacity. Harborview has been undertaking the major institutions master planning process which incorporates a 10 year horizon for future projects. In August 2000 City Council approved the master plan. After the master plan was approved Harborview went to King County to seek a bond issue. The street and alley vacations included in the master plan have needed to go through the normal street/alley vacation process. Harborview commenced the design process by holding a community charrette to ask the community what public benefits it would like to see on First Hill.

The previous plan reviewed by the Design Commission included a skybridge structure that was as wide as the planned inpatient expansion building. NBBJ and the structural engineer have since developed a new carbon fiber approach to the seismic upgrades which allows a much narrower bridge. This narrower bridge will be roughly 60 feet wide.

Previously the Commission asked the design team to explore the broader context of the project. In response to this request the team has studied the relationship of the streets on the site to the city at large. They have developed a campus diagram which shows how the micro scale of the project connects to the macro scale of the city. The concept behind this diagram is linkages. These linkages include James St. as an important connector between Pioneer Square and Seattle University, as well as Terry Ave. as a residential scale connector.



The design team is developing the project on three levels which are: physical, psychological, and spiritual. Because of the intensity of the environment at Harborview they want the design of the new facilities and public spaces to provide a sense of relief. They

also want the new intervention to contrast motion with stability, and to provide an architecture of compassion. The activity of the skybridge is intended to contrast with the stability of the existing masonry structures.

The proposed plan includes the following improvements to the streetscape and public spaces surrounding the project:



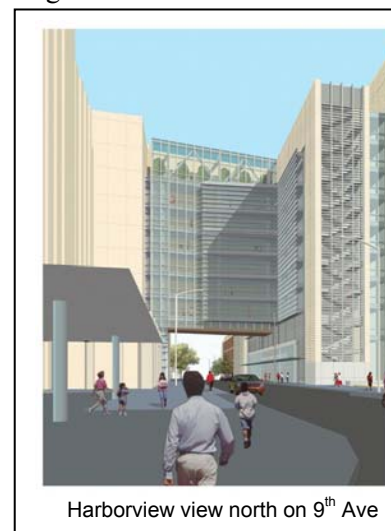
- Landscape buffer along 9th Ave. and James St.
- Street level retail on James St. – to activate the public space
- Increased setback of 9th and James building – to allow more usable public space
- Increased width of 9th Ave.– expanded by 4 feet between James and Jefferson
- Bus pull out and canopy on Jefferson St.
- Temporary public space at 9th Ave. and Alder St.
- New curb bulb-out at Terry Ave. and Jefferson St. – to discourage through traffic on Terry Ave.
- Pedestrian lighting on 9th Ave, Jefferson St. and Terry Ave. – to illuminate below the tree canopy
- Paving of the alley behind the inpatient expansion building

The bridge across 9th Ave. connecting the East hospital and the new inpatient expansion building has been modified to mitigate its impact on the urban environment. The width has been reduced through the use of carbon fiber for seismic reinforcement. Additionally the circulation has been moved to the perimeter in order to increase the feeling of transparency. The core functional

elements shared between the old and new buildings will be located on the bridge. Staff circulation will be on the north side of the bridge, and public circulation on the south. New waiting areas will be located on the south side of the public corridor with views to Mt Rainier. The intention is that the bridge will be a kinetic element in contrast to the static buildings on either side of the street. The bridge will be at an angle to the buildings in order to respond to the diversity of the neighborhood, while the new expansion building will be on the street grid in order to be compatible with the existing context.

The design team has identified the roof of the bridge as an opportunity for a donor contribution. If a donor is found this area could be developed as an open space. It is possible that this area would be open to the air, but covered in order to provide weather protection and allow it to be usable year round. They noted that any design for this area will need to take into consideration patient safety and health care needs.

The Design team has responded to the City Council's request to use LEED to develop a sustainable design, by holding an eco-charrette with King County. The purpose of this charrette was to develop ideas for how sustainability can be incorporated into the project. This charrette was partially funded by King County and done in cooperation with City Light and Seattle Public Utilities.



Harborview view north on 9th Ave

The design team has been working with a number of artists to develop the project. These artists are exploring themes of light and sound. In addition to working collaboratively with artists during the design process the design team is looking for opportunities to incorporate commissioned art in the project. One idea proposed by the artists is to create an audio environment under the new bridge over 9th.

While adding new public space amenities, Harborview is also committed to providing better wayfinding to the existing public spaces. They feel that many residents of the neighborhood are not aware that view park is a public space. The wayfinding strategy has not yet been developed, but its goal will be to encourage more people to make use of the existing public space.



Key Commissioner Comments and Concerns

- Would like to know how long the interim public space will be in place.
 - Proponents stated that it should be in place by 2009 and will likely remain until 2020.
- Would like to know what type of retail is planned along James St.
 - Proponents stated that the community would like a coffee shop or someplace to eat. The community also suggested a gym for the staff and community, and possibly a small grocery. The retail space will run the full extent of James St. between 9th Ave. and Terry Ave, and may turn the corner onto 9th Ave. for the first couple of bays.
 - Proponents stated that the first right of refusal will be given to existing commercial tenants, although many tenants may not want to wait until construction is complete.
- Would like to know how the staff corridor will be separated from the public corridor. Also wonders if the staff corridor will fill up with gurneys. Feels it would be a shame if the staff corridor became an alley.
 - Proponents stated that that corridor will be closed off by doors marked staff only. They explained that it will be an important connection serving the old and new buildings, and do not think that it is likely to fill up with gurneys.
- Is concerned about the stair at the top of the expansion building. Would like the artists to direct their considerations of light toward the stairway. Would like the artwork to be informative rather than purely decorative. Gave examples of building artwork that illustrated the biology that translates what the eye sees to the brain. Thinks this was particularly appropriate on the research and training building.
 - Proponents stated that the artists are interested in capturing rainwater and reusing it possibly to create sounds. They will look at the potential to incorporate the stair into these ideas.
- Would like to know where the smoking areas and social spaces are.
 - Proponents stated that designated smoking areas are as far away from the building as possible. They will look at these and identify alternative locations.
- Appreciates new bus shelter as the bus is the major form of transportation for many of Harborview's clients. Is concerned about the height of the canopy. Would like to know if the canopy is intended to

provide shelter from the weather.

- Proponents stated that the height of the bus canopy has not yet been determined, but that it is intended to provide weather protection.
- Would like to know the height to the underside of the bridge and what the minimum allowable height is.
 - Proponents estimated that it is roughly 32-34 feet to the bottom of the bridge. They stated that it is their intention to keep the bottom of the bridge as high as possible above the street while accommodating the depth of the structure. The minimum height is 25 feet.
- Would like to know how the carbon fiber seismic system works.
 - Proponents stated that the carbon fiber is a wrap that is attached to the outside of the poured in place concrete. They stated that it is ideal in that it requires very little disruption to the inside of the building other than at elevators and stairs. They explained that the primary seismic purpose of the bridge would be for dampening. They further explained that much of the damage in an earthquake is typically caused by movement of the loose content within the building. They stated that the bridge would act as a piston to dampen the movement of the content during an earthquake.
- Agrees with the increased transparency of the bridge and feels that it works well up close as it will incorporate color and motion. Would like the design team to consider the bridge as a landmark and as the terminus of an axis. Would like to know what the impact is from a distance. Feels that the south side where the skin of the building wraps around the corner onto the bridge is less effective in terminating the axis of the street.
- Is concerned about the street level. Would like to know what the pedestrian connections are across the street. Would like to know if there are any new crosswalks. Feels it would be useful to see these on the drawings when talking about the street.
 - Proponents stated that the first phase of the project will not generate a lot of public activity because of the use. They explained that the existing raised pavement in front of the main entrance will be maintained, as well as the existing crosswalks.
- Would like to know where the restorative spaces are for the public as well as users of the hospital.
 - Proponents stated that the waiting rooms at the south side of the bridge are intended to serve this function. They are planned to be waiting areas for people with family in the intensive care unit. They explained that for the public they want to provide places to pause along the increased sidewalk depth on 9th Ave, as well as provide better wayfinding to view park.
- Appreciate the waiting areas on the bridge but feels there is no substitute for outdoor space, even if it small. Encourages the team to continue to develop the donor funded area on top of the bridge as an outdoor space. Also feels that View Park needs to be more strongly linked to the hospital. Feels that currently the asphalt parking lot separates the park from the hospital.
- Would like to know what the concept is for the temporary park. Wonders if it could be a P-Patch.
 - Proponents stated that the temporary park is planned to be slopping and terraced with a pathway and platform as well as increased sidewalk areas with benches or stones. The park will also include seasonal plantings. Proponents explained that rather than creating one continuous space their intention is to make corridors through different rooms.

- Proponents stated that they had discussed the possibility of having a P-Patch, but felt that it would make the community too attached to the temporary space.
- Feels the team has done a very good job of moving people through the space. Feels that the improvements to moving traffic more efficiently will also make it a more comfortable space for pedestrians.
- Is concerned that people in the waiting area on the bridge will feel that they are on display.
 - Proponents stated that they will make use of layers and screening, as well as translucent materials instead of transparent ones in order to alleviate this.
- Would like to know what is on the underside of the bridge. Wonders if there are going to be utilities there.
 - Proponents stated that utilities will not be located on the underside of the bridge. They explained that they are treating this surface as another façade of the building.
- Would like to know what the landscaping plan is. Wonders if trees will be in individual tree pits or in planting beds. Also notices that the trees are shown differently in different areas. Would like to know what this is indicating.
 - Proponents stated that the details of the landscaping have not been determined, but that trees are not intended to be symmetrical on either side of the street. One side of the street will receive late afternoon light and the landscaping will respond to that. Proponents stated that they intend to have two staggered rows of trees on 9th Ave. in front of the 9th and James Building in order to create spaces for people to pause. They have not yet determined whether the trees will be between the sidewalk and the street or between the sidewalk and the building.
- Would like to know how the space on the corner of James St. and 9th Ave. will be used. Feels that it needs to be planned so that it is not just a short cut. Is concerned that the design team should not rely on the creativity of the retailers to activate this space.
- Wonders if there is a legal issue with the trees that are not on Harborview property being funded through the bond issue. Questions if donors will be necessary to pay for these improvements.
 - Proponents stated that they have discussed this with the county and that it is allowable for them to include these trees in the bond.
- Would like to know about the LEED components of this project.
 - Proponents stated that they are using LEED as a guide, but that it is not written for hospitals or other 24-hour facilities. They stated that their initial ideas are to reuse materials, have a water collection system, use a sustainable HVAC system, and to incorporate daylighting strategies.

Key Visitor Comments and Concerns

- Feels that the streetscape is coming along well. Would like to know more about the aerial building above 9th. Remembers that initially there were patient rooms in that part of the building. Wonders if one corridor could be removed and if the waiting could be moved off of the bridge.
 - Proponents stated that the uses in the bridge are shared between the old and the new buildings, which are; radiology, nursing support, and physician support. They explained

that in order to have the necessary proximity of patient rooms to the nurses' station, those uses need to be located in the bridge. They also stated that they need the remainder of the space for patient rooms in order to accommodate the necessary layouts as all patient rooms must have windows.