



SWEDISH FIRST HILL MEDICAL CENTER

BLOCK 95 ALLEY VACATION / URBAN DESIGN MERIT 2

SEPTEMBER 3, 2015

PERKINS+WILL

**PREVIOUS
PRESENTATION**

INTRODUCTION

NEIGHBORHOOD CONTEXT

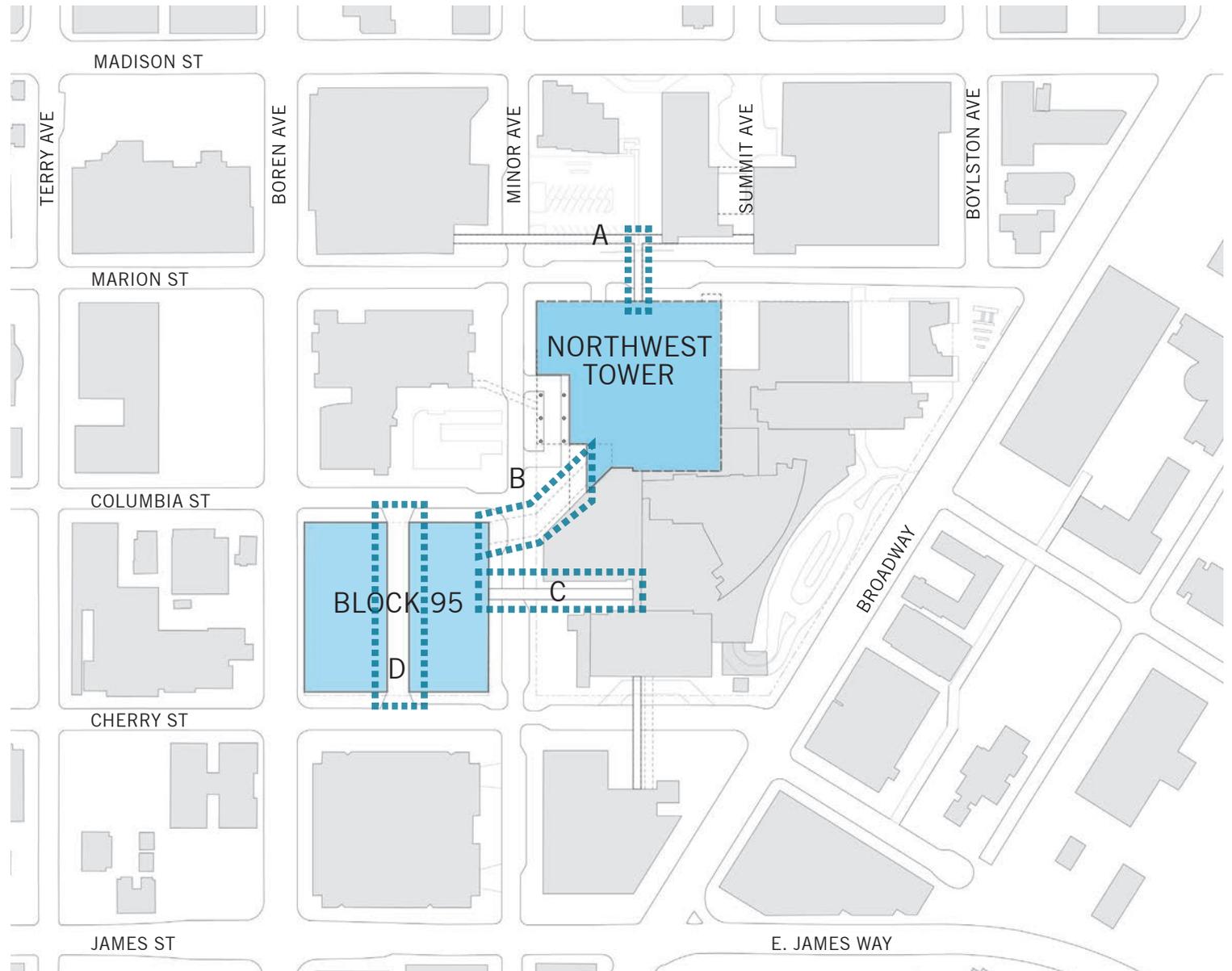
EXISTING CONDITIONS

INTRODUCTION

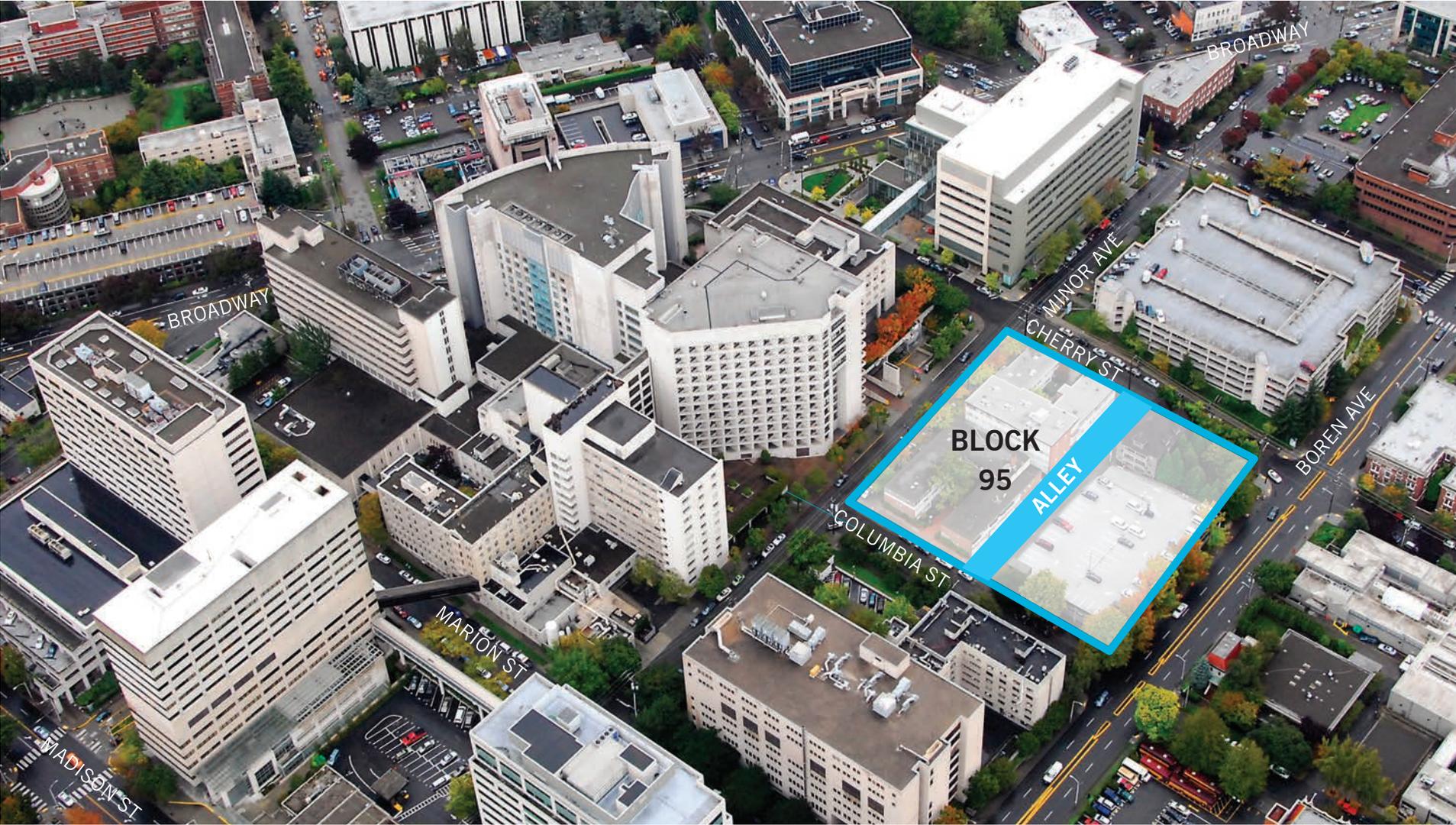
PROJECTS AND PETITIONS

PETITIONS

- A. Marion Skybridge
- B. Tunnel
- C. Minor Skybridge
- D. Alley



BLOCK 95



BLOCK 95



NORTHWEST TOWER

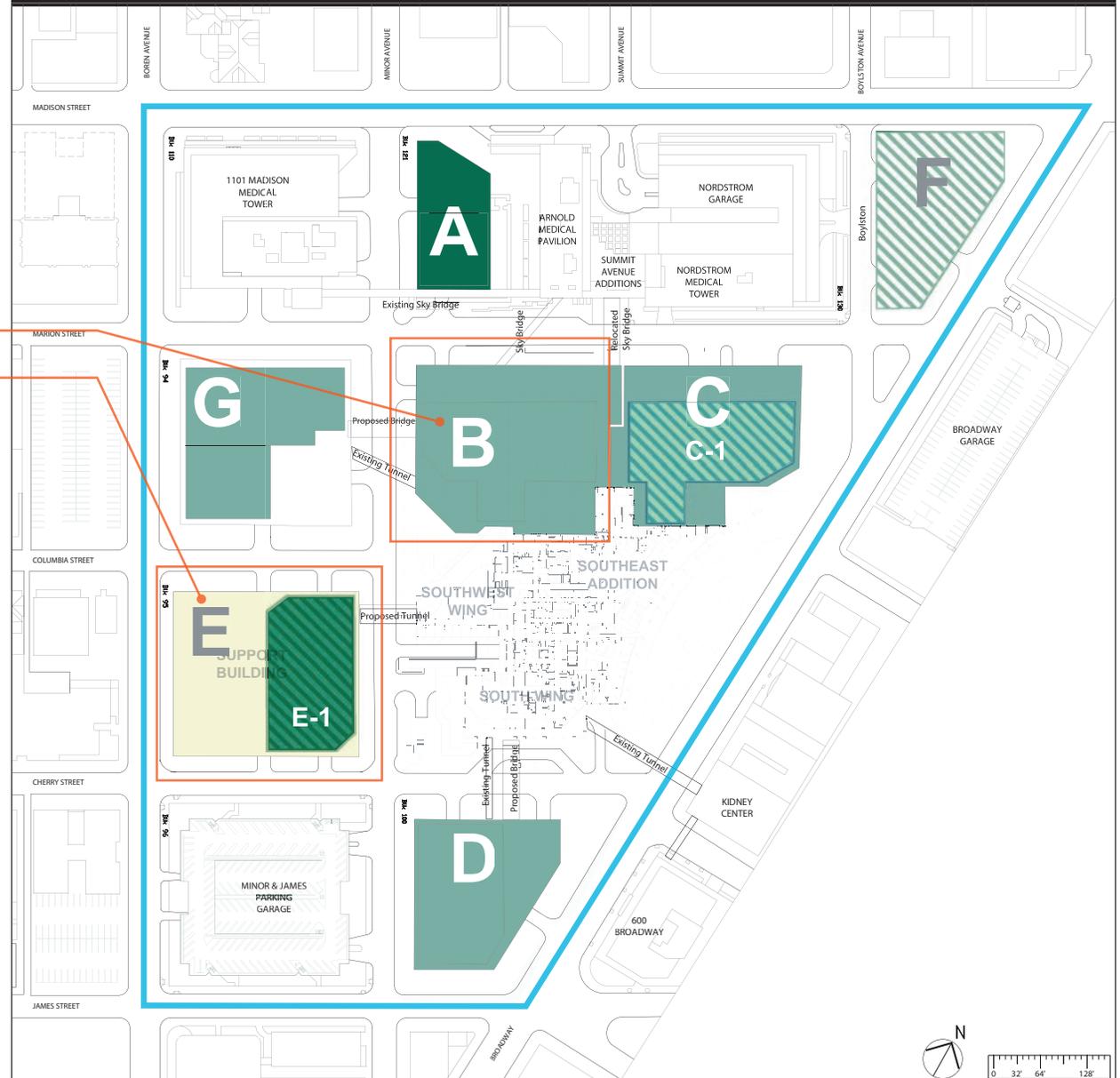


MIMP SITE PLAN

MIMP REQUIREMENTS

- Development Standards
- Design Guidelines
- Council Conditions
- EIS Conditions

FIGURE 2.12
Planned and Potential Projects



Northwest Tower

Block 95

— MIO District/MIMP Boundary

KEY TO FIGURE 2.12

- Planned Medical Office Projects
- Potential Medical Office Projects
- Planned Hospital Projects
- Potential Hospital Projects
- Planned Support Projects

Planned Projects

- A. Medical Office Building
- B. Hospital Replacement: Building B
- C. Hospital Replacement: Building C
- D. Hospital Replacement: Building D
- E. Central Support Facility w/ Medical Office Tower
- G. Hospital Replacement: Building G

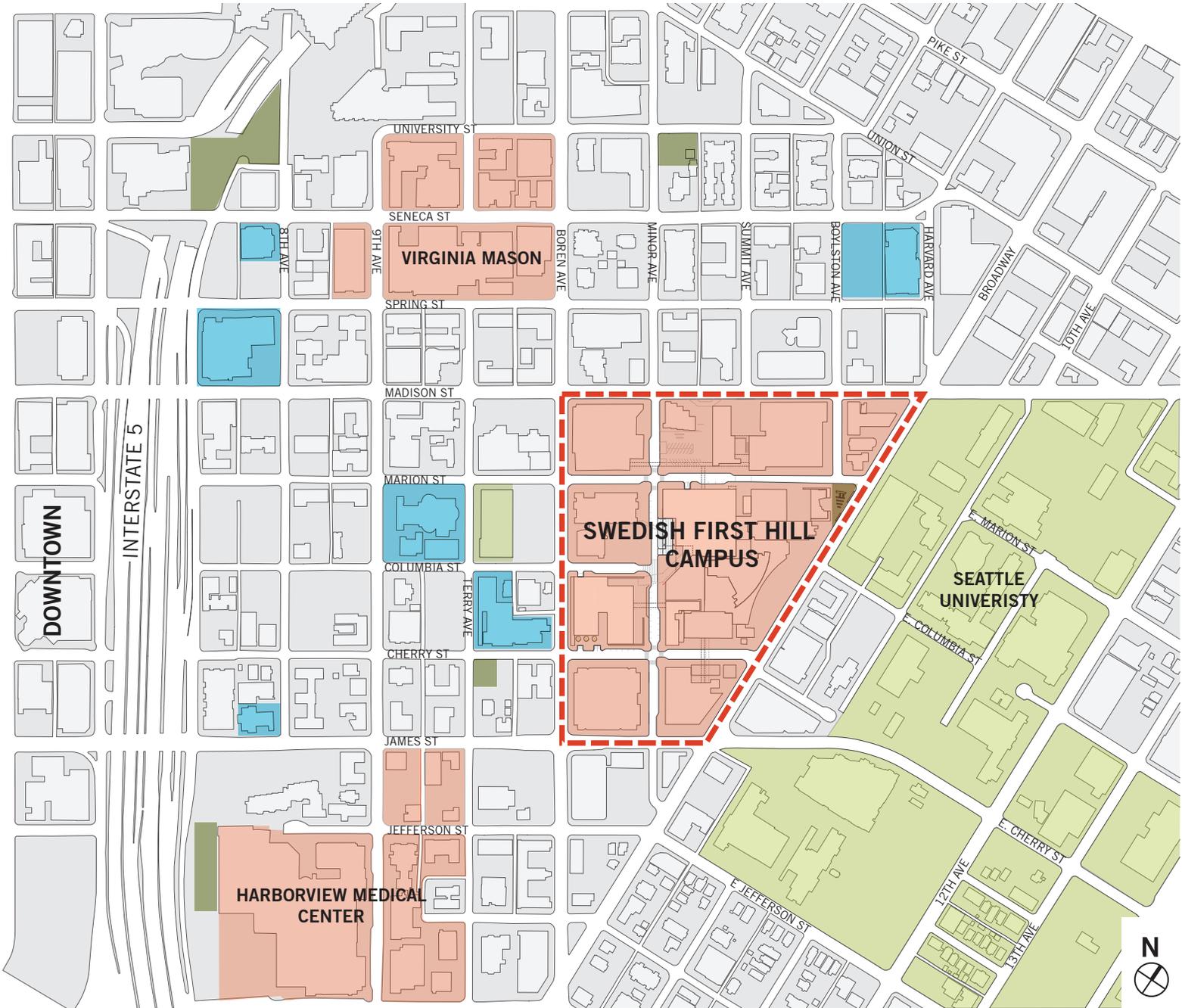
Potential Projects

- F. Medical Office Building
- C-1. Hospital Replacement: Building C - Future Tower Addition
- E-1. Central Support Facility w/Medical Office Tower and Research

NEIGHBORHOOD CONTEXT

NEIGHBORHOOD CONTEXT

- Medical Institutions
- Civic/Cultural Facilities
- Parks



NEIGHBORHOOD LANDMARKS AND CHARACTER



St James



8th Ave Hill Climb



Healthcare Community



Frye Art Museum



Sports and Recreation



Versatile Transit



Jefferson Terrace



Community Gardens



Multi-family Housing



Harborview Medical

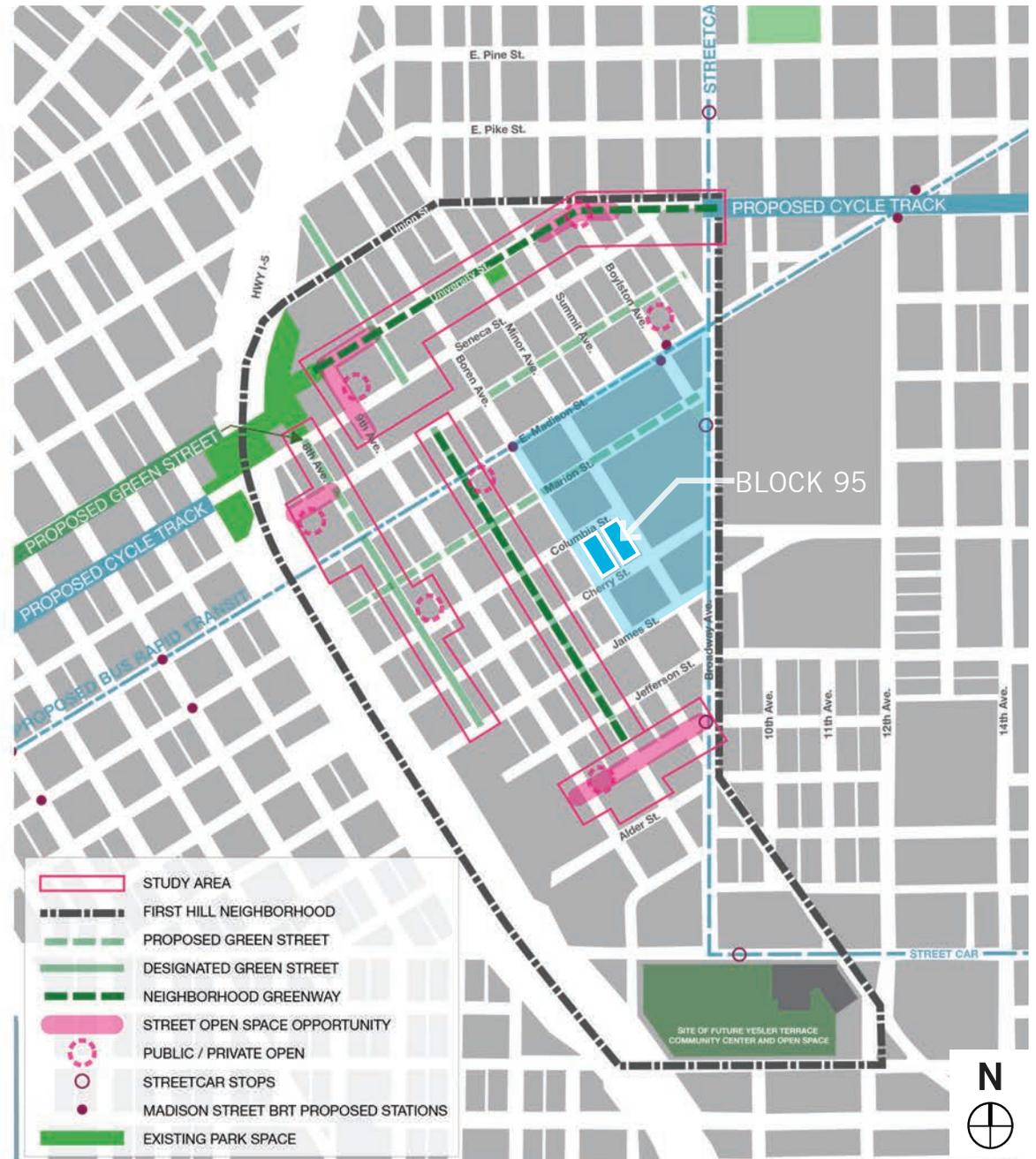


Town Hall



O'Dea High School

FIRST HILL PUBLIC REALM ACTION PLAN



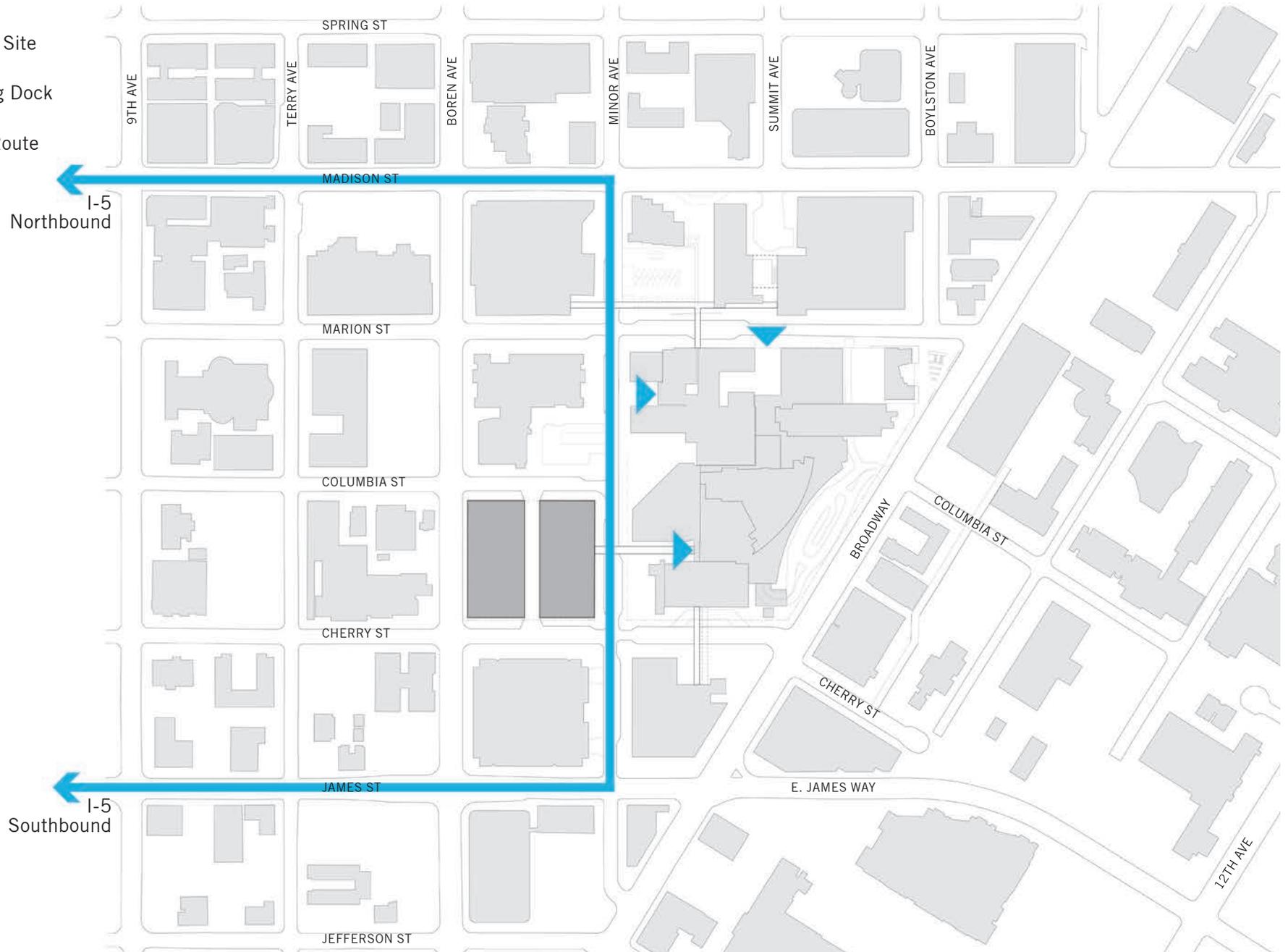
ACCESS/ VEHICULAR

- Project Site
- Parking Entrances
- Vehicular Drop Offs



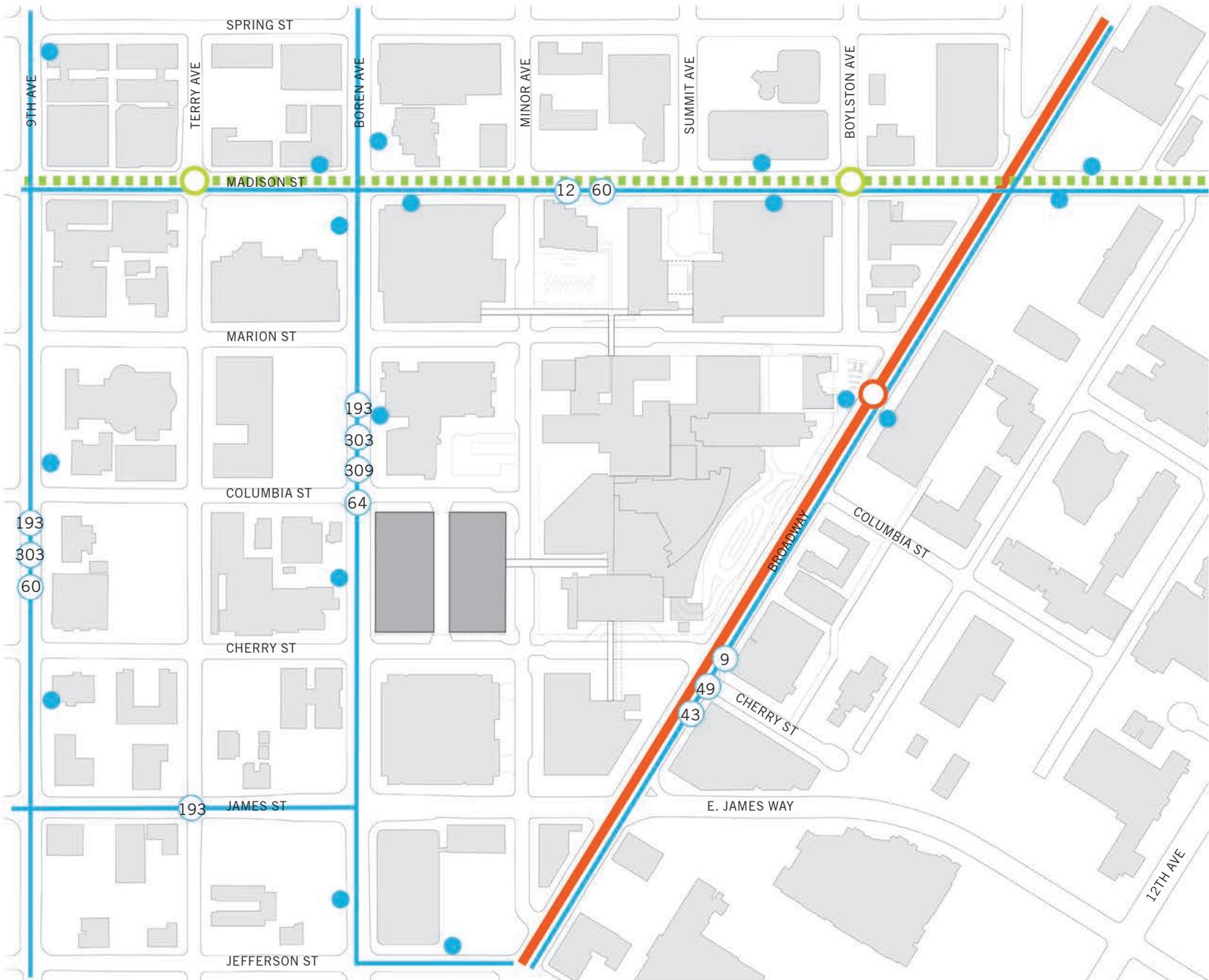
CIRCULATION/ TRUCKS AND SERVICE

- Project Site
- Loading Dock
- Truck Route



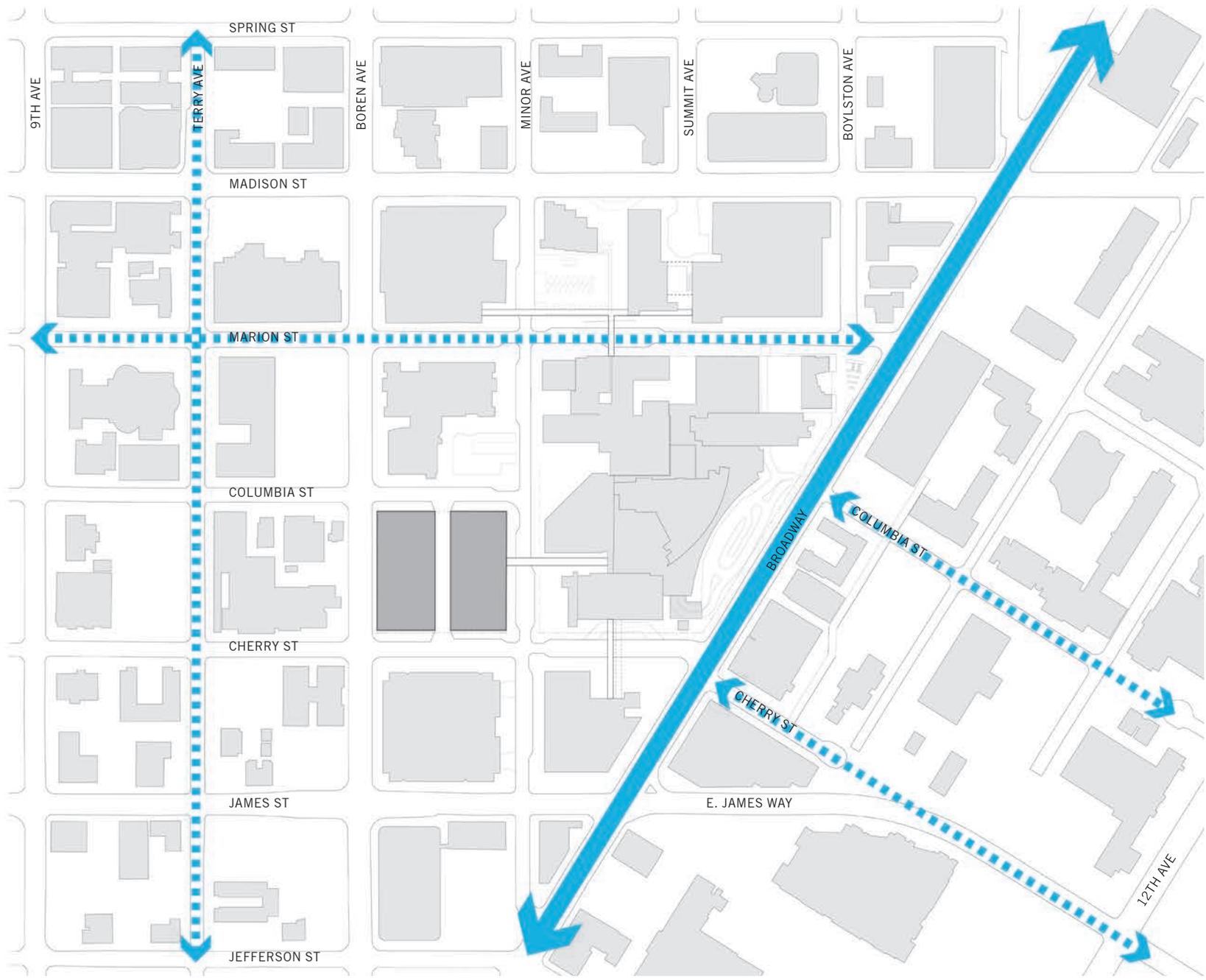
CIRCULATION/ PUBLIC TRANSIT

- Project Site
- Streetcar
Line + Stop
- Madison BRT
Line + Stop
- Bus Route
- Bus Stop



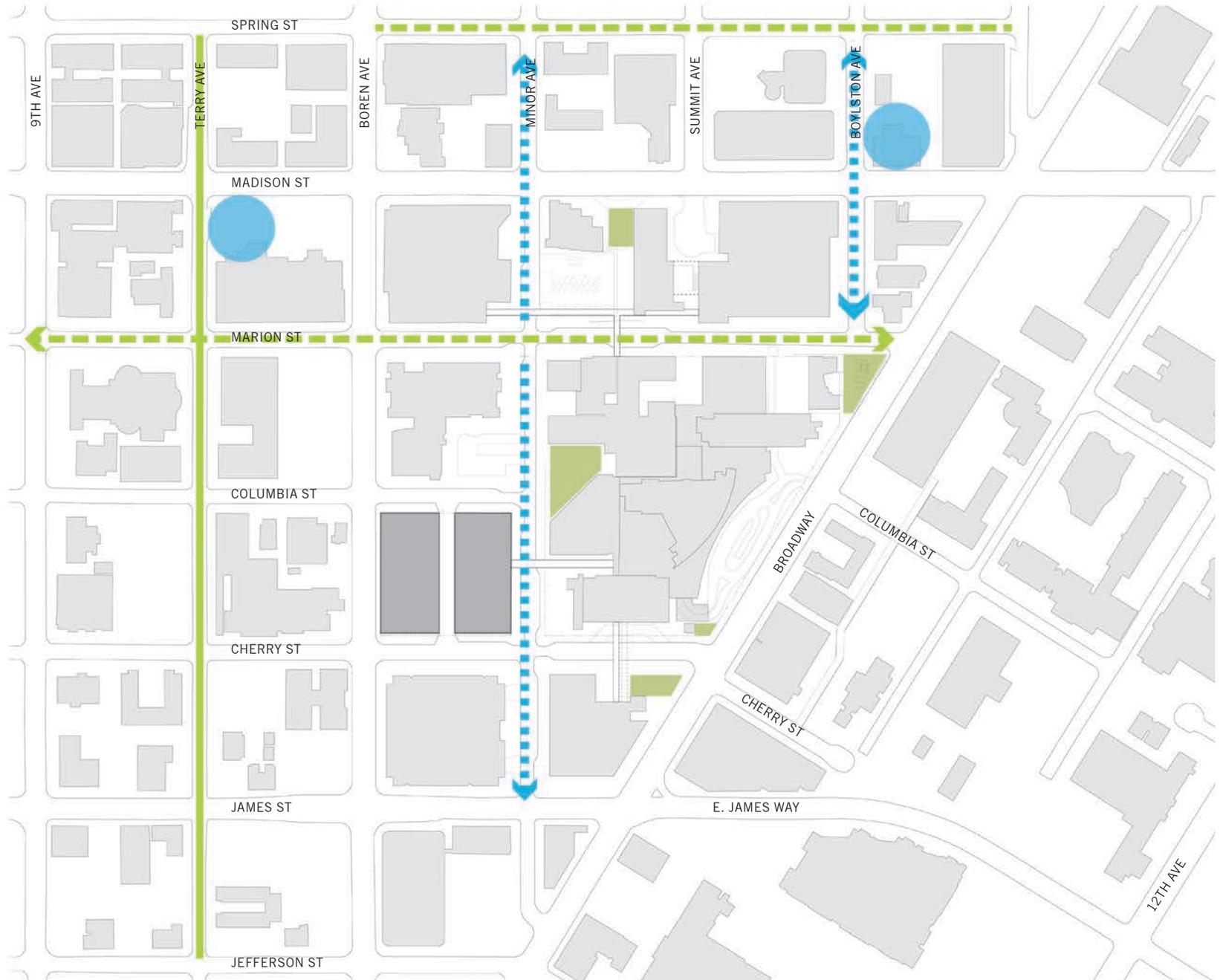
CIRCULATION/ BICYCLES

- Project Site
- Neighborhood Greenway
- Cycletrack



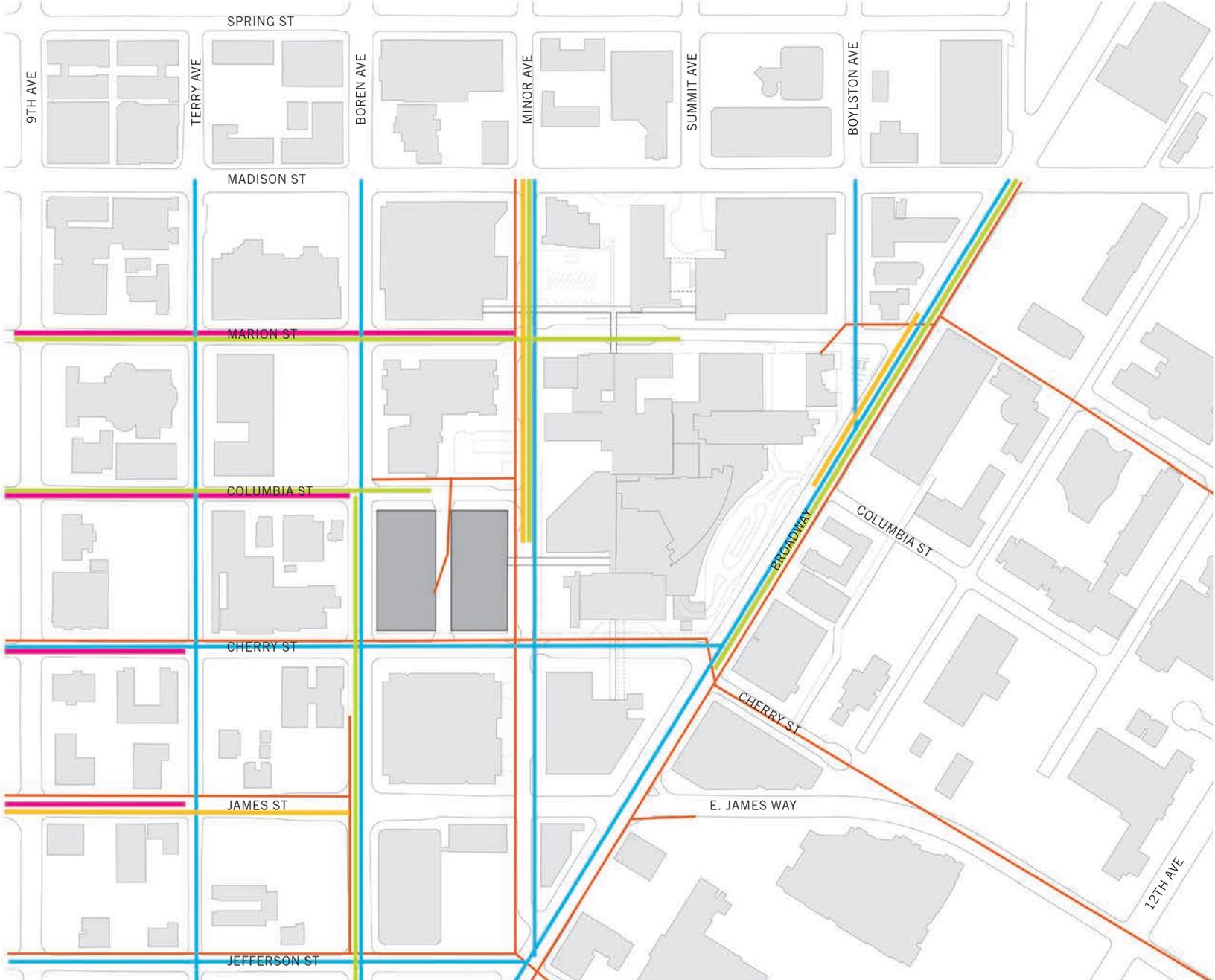
OPEN SPACE/ PARKS AND GREEN STREETS

-  Project Site
-  Potential Park Site
-  Designated Green Street
-  Proposed Green Street
-  Potential "Pedestrian" Streets
-  Existing Open Space



UTILITIES

- Project Site
- Combined Sewer
- Overhead Power
- Sanitary Sewer
- Storm Sewer
- Water Main

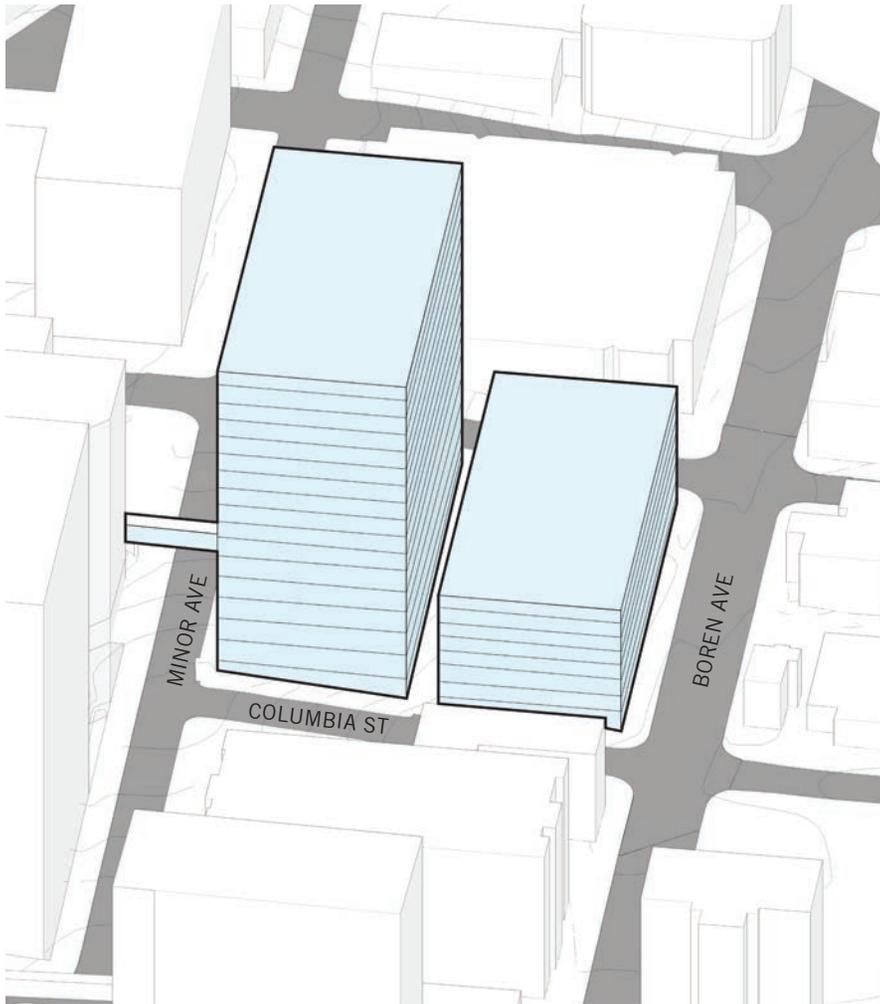


EXISTING CONDITIONS

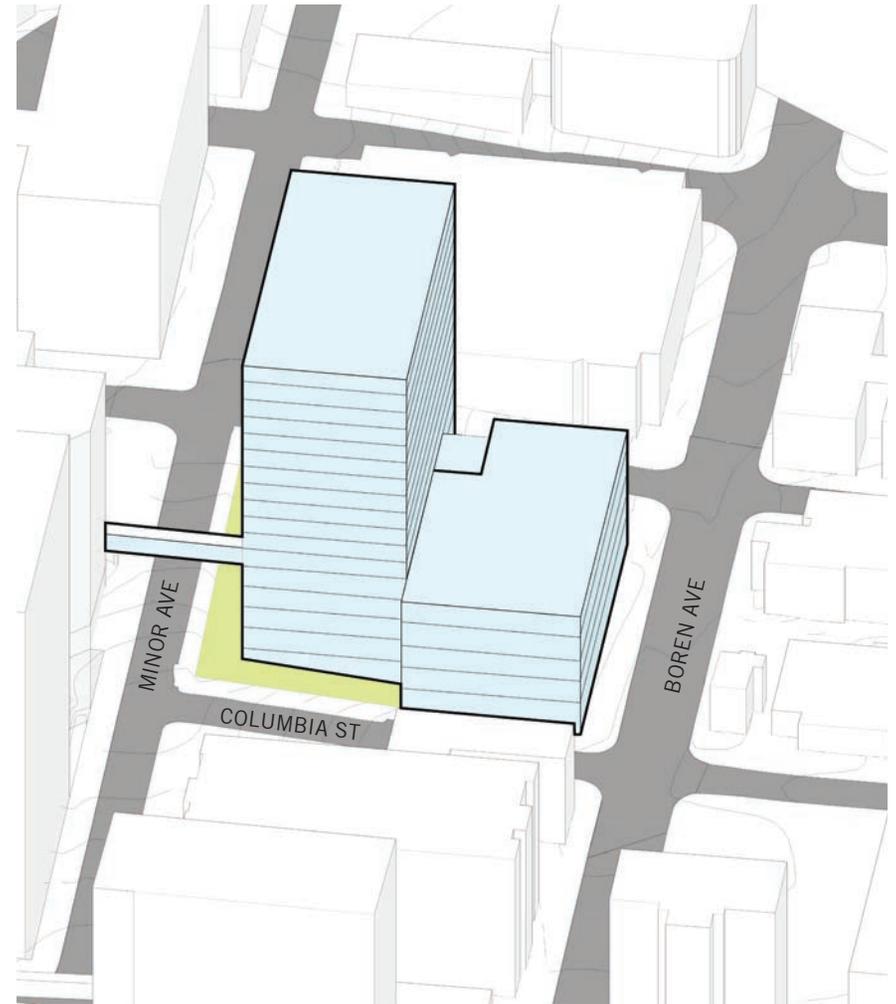
PREVIOUS DESIGN

JULY 16TH DESIGN COMMISSION

PREVIOUS DESIGN COMPARISON



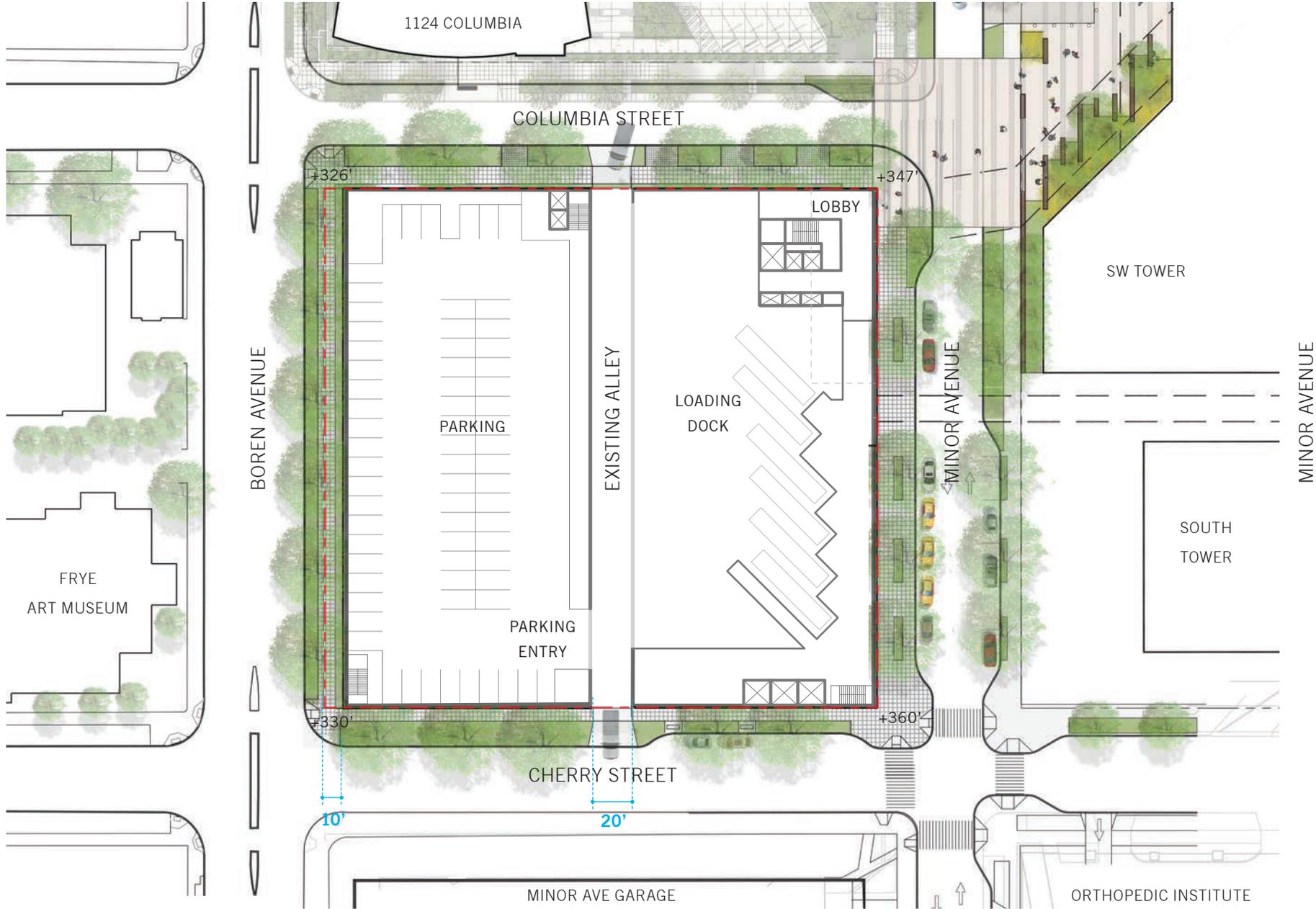
NO ALLEY VACATION



ALLEY VACATION

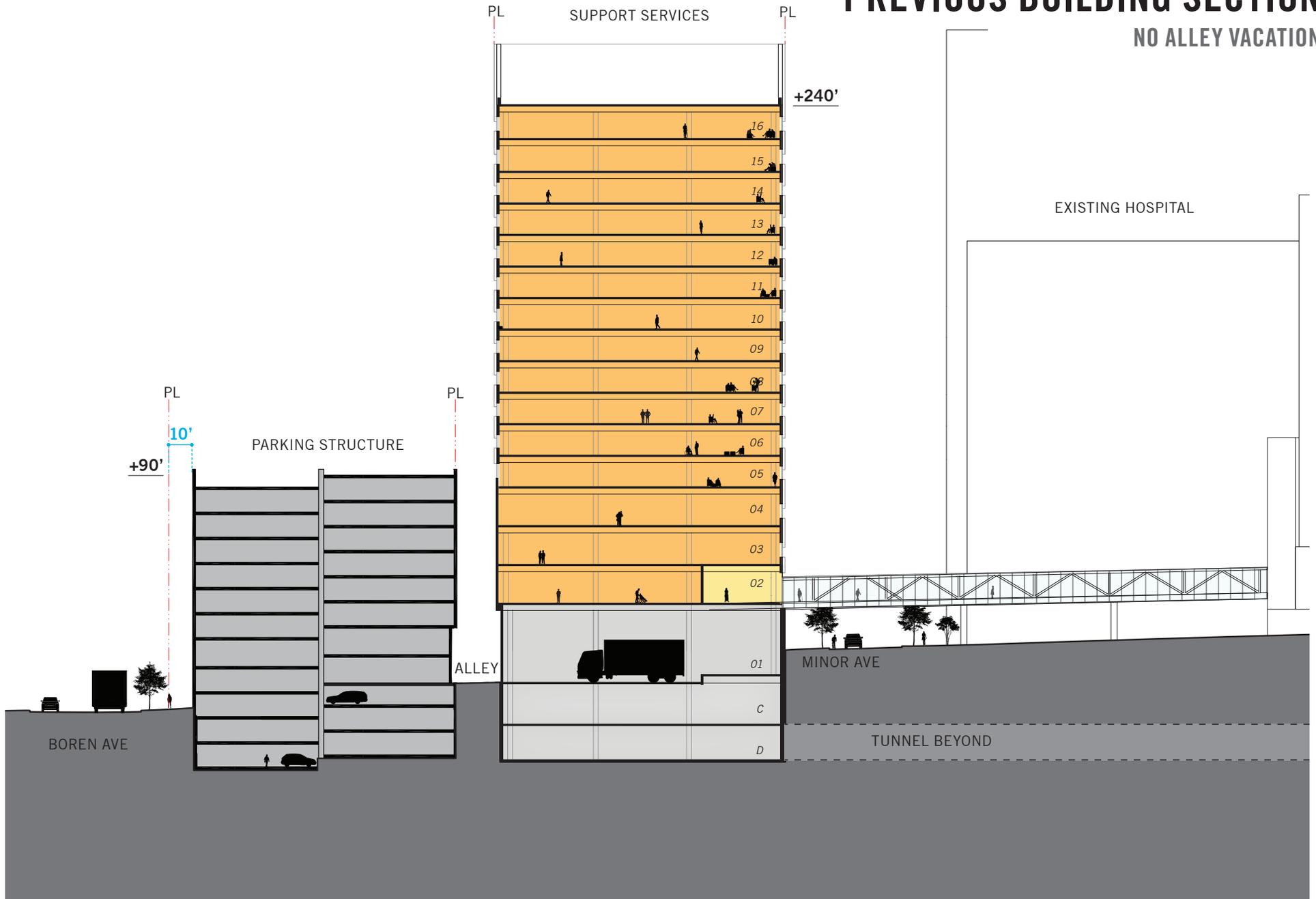
PREVIOUS SITE PLAN

NO ALLEY VACATION



PREVIOUS BUILDING SECTION

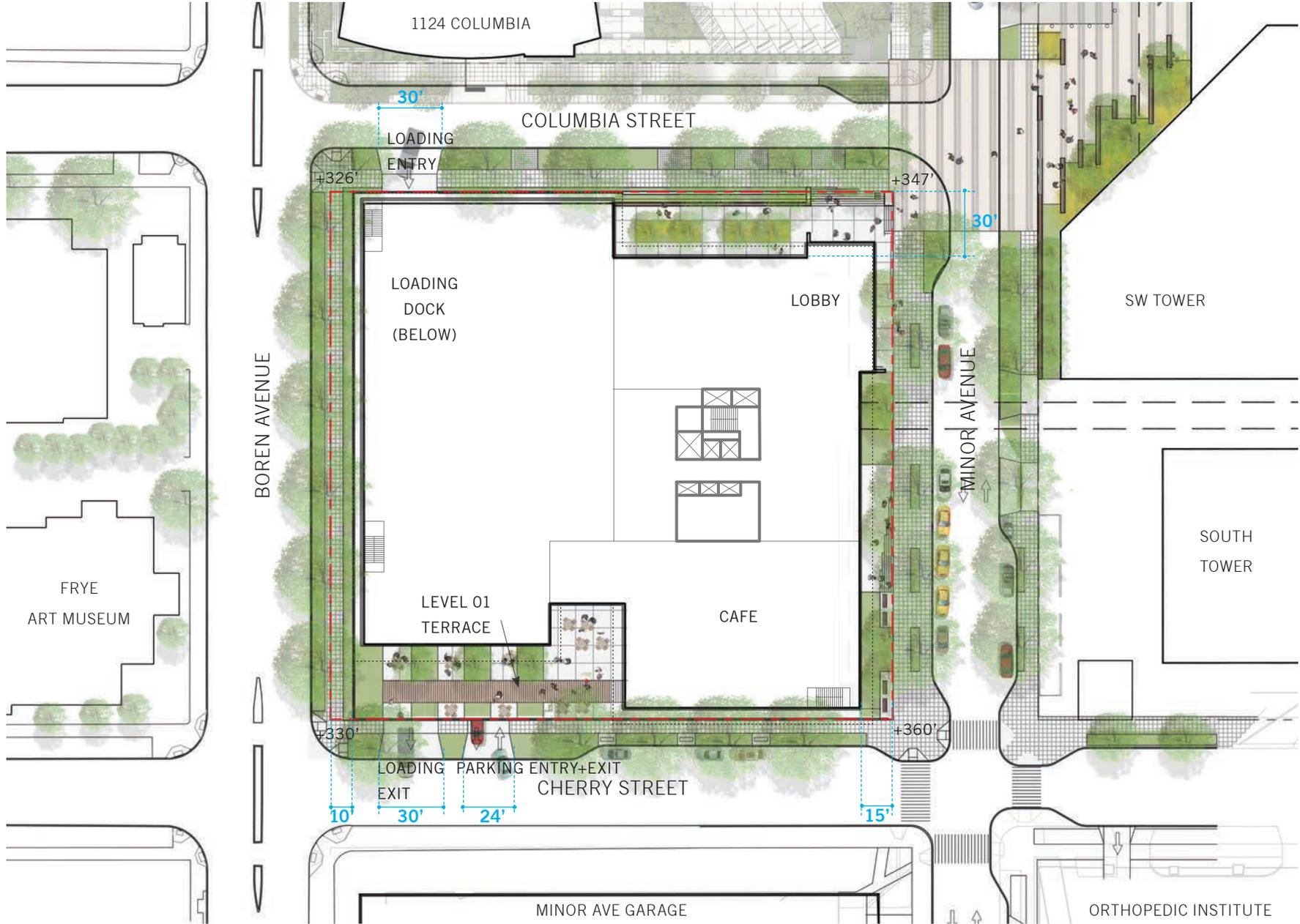
NO ALLEY VACATION



Building Section East-West Looking North

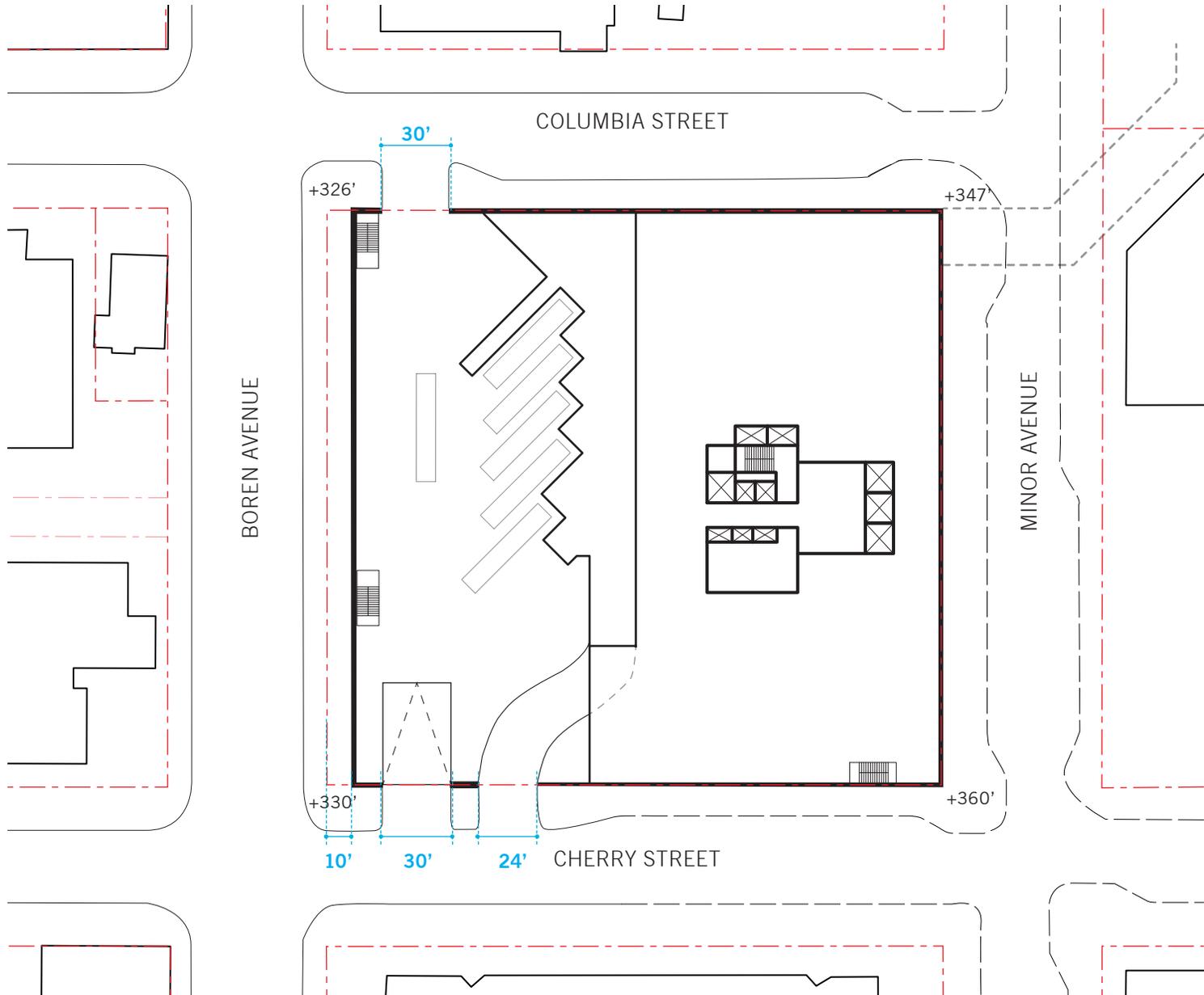
PREVIOUS SITE PLAN

ALLEY VACATION



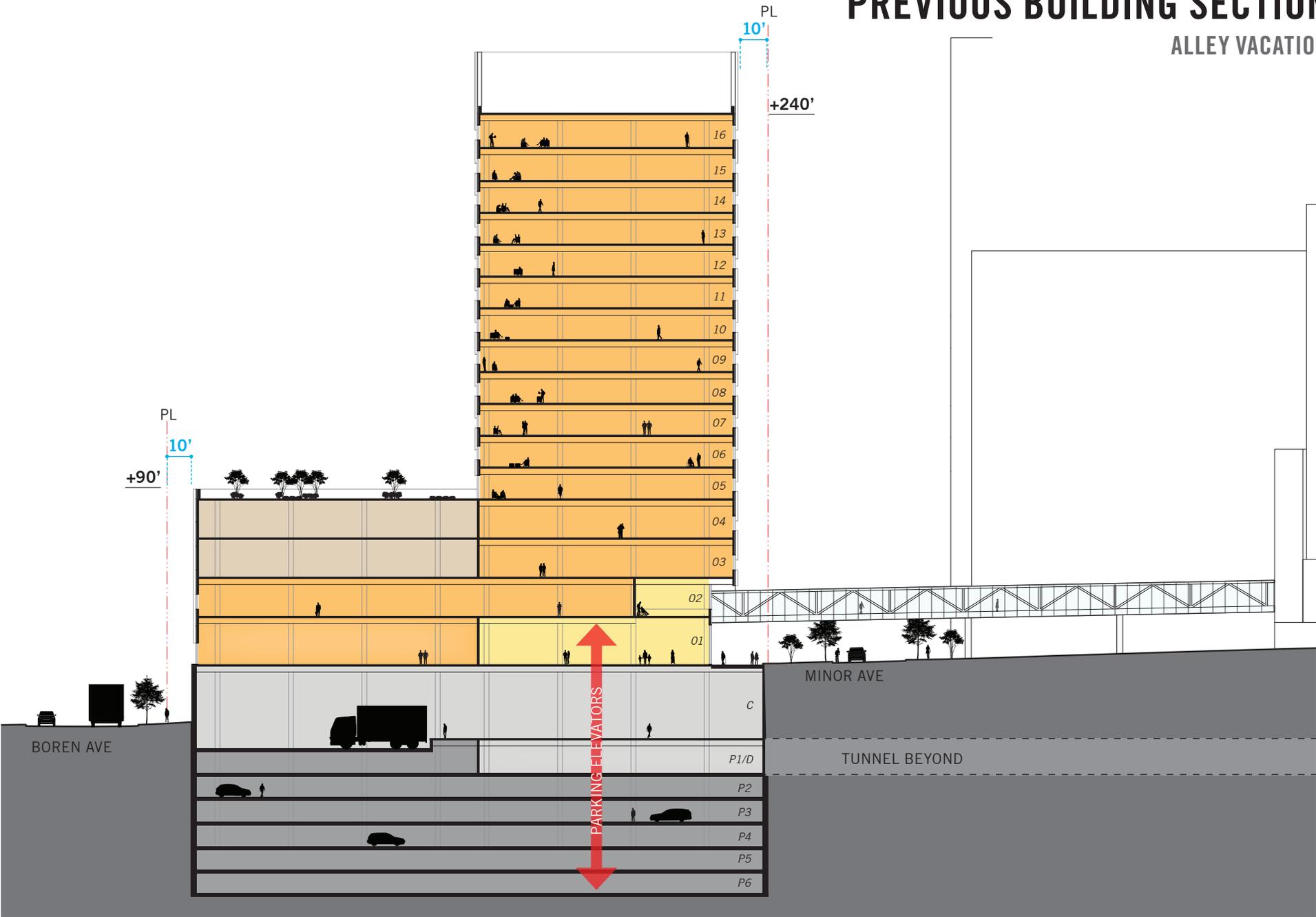
PREVIOUS LOADING DOCK PLAN

ALLEY VACATION



PREVIOUS BUILDING SECTION

ALLEY VACATION



Building Section East-West Looking North

COMMISSION RESPONSE

CONDITIONS

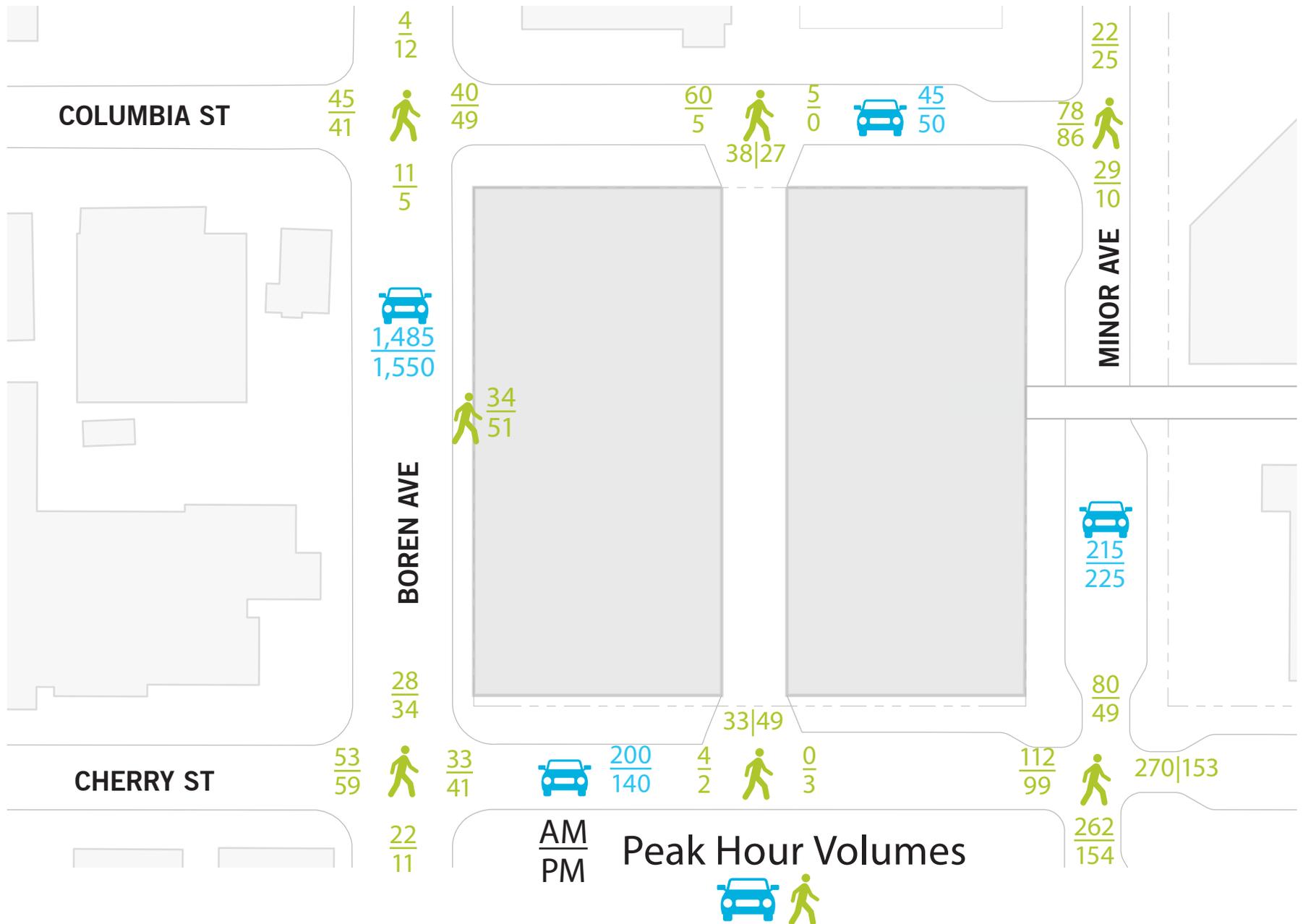
1. Prior to the next review of urban design merit, provide a transportation and traffic impact analysis so that the Commission can better understand the site access conditions, constraints, possible scenarios, and preferred solution.
2. Prior to a public benefit review, the Standing Advisory Committee shall have convened and begun its review of the project.

RECOMMENDATIONS

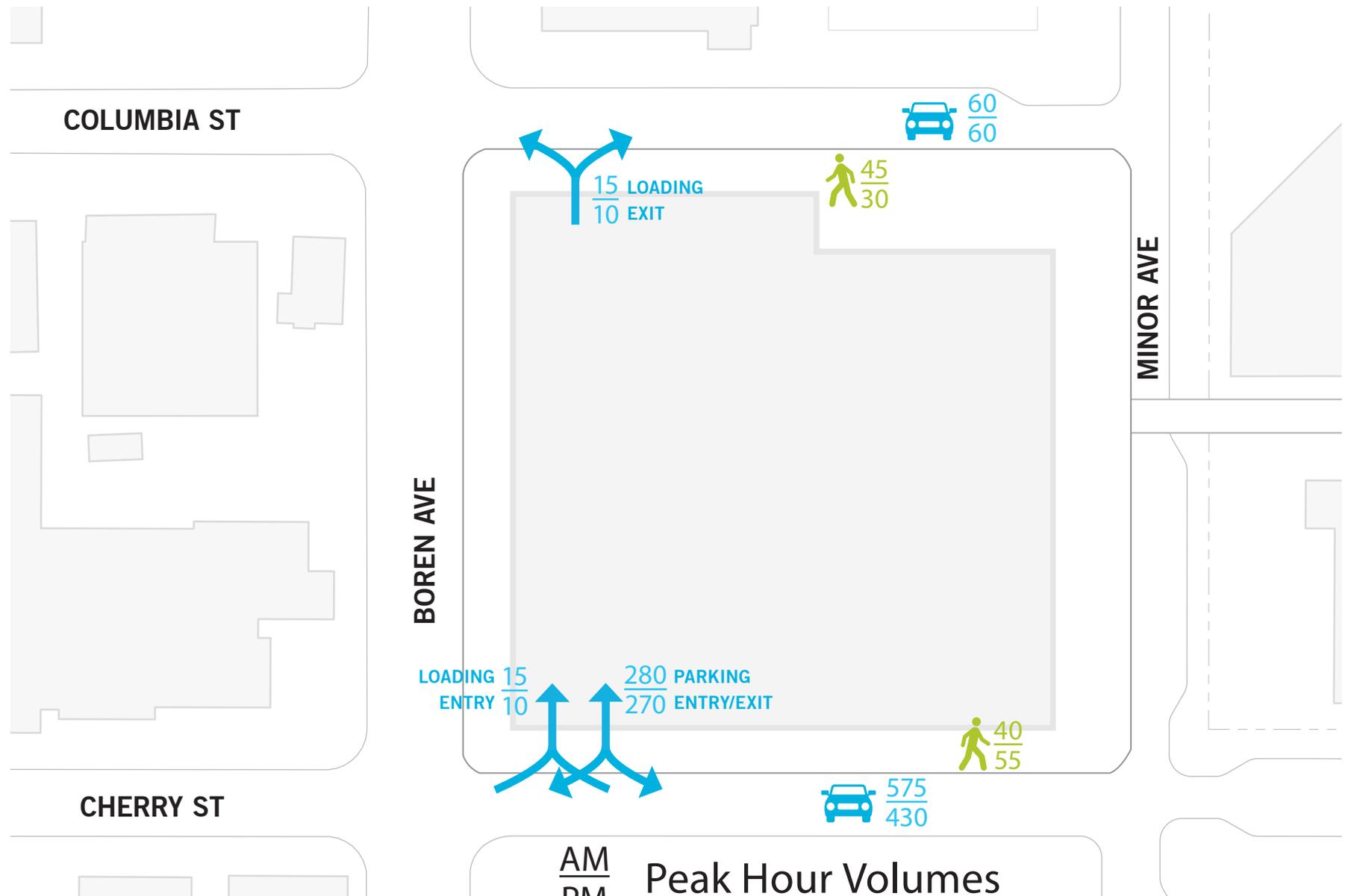
1. Provide vehicular access to the site from Cherry St and Columbia St via Boren Ave, not Minor Ave, unless there are compelling reasons to the contrary.
2. Clarify the need for on-street parking in the neighborhood and design accordingly.
3. Explore a pedestrian crossing of Boren Ave near the site.
4. Pay special attention to the design of the west side of the project along Boren Ave and across from the Frye Museum. The vegetated buffer is good. Elevate the design quality of this edge where the institution meets the neighborhood.

TRAFFIC STUDY

EXISTING PEDESTRIAN/TRAFFIC



PROPOSED PEDESTRIAN/TRAFFIC



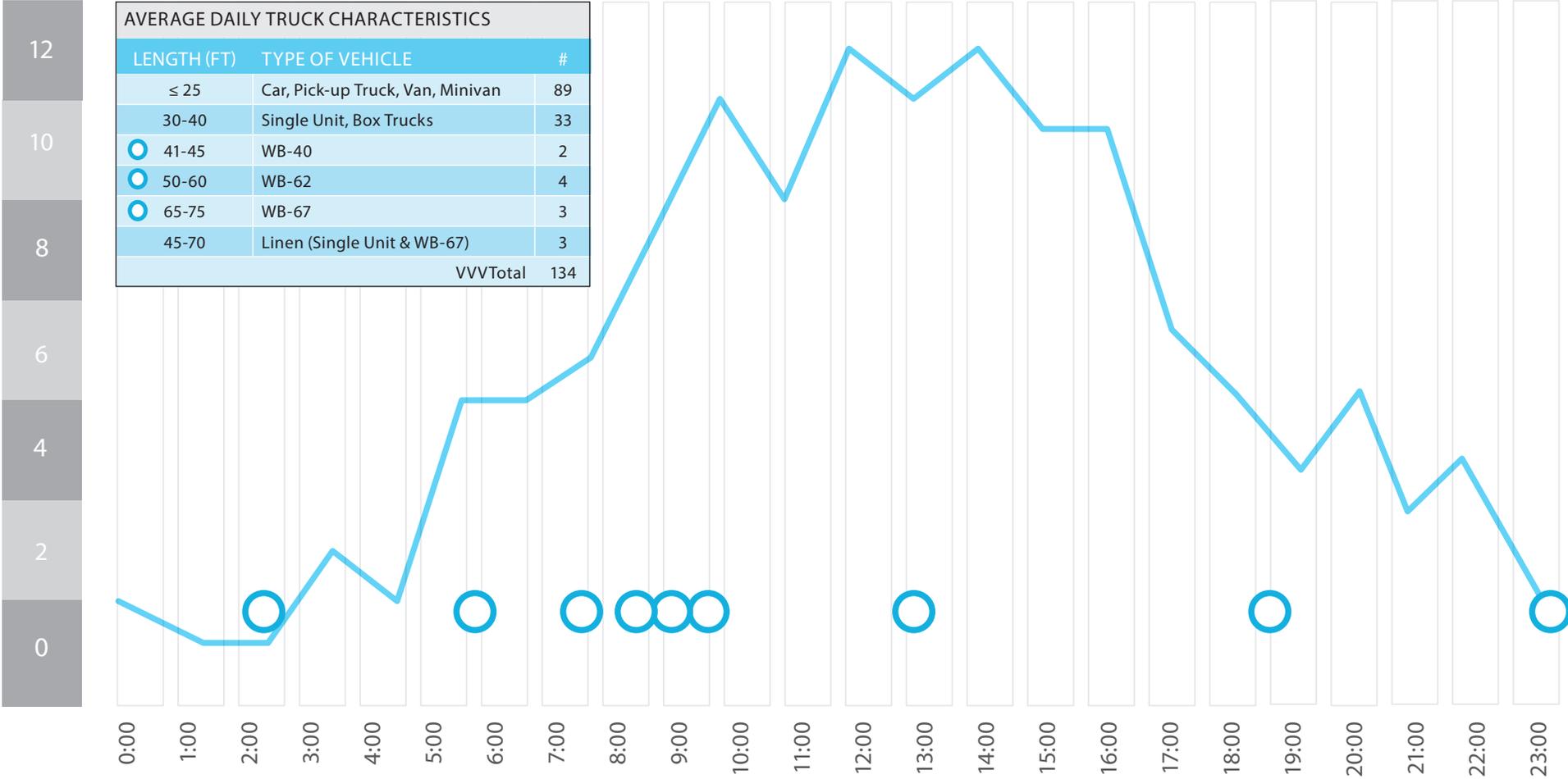
AM
PM
Peak Hour Volumes



EXISTING TRUCK SIZE AND FREQUENCY

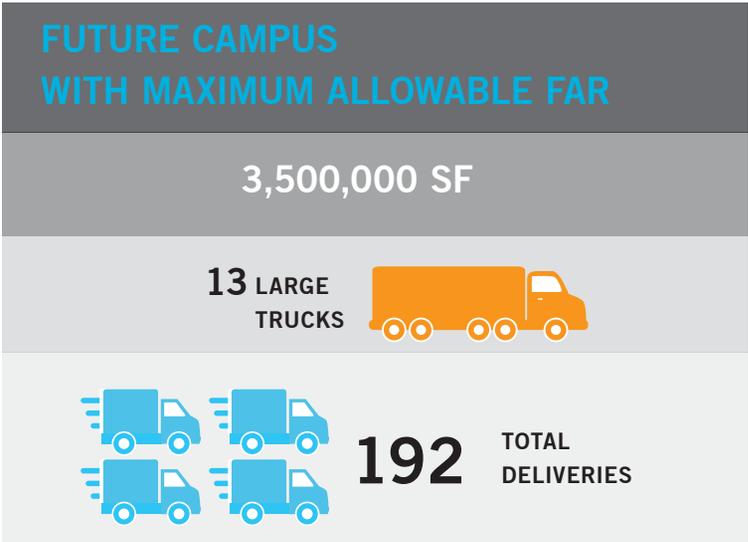
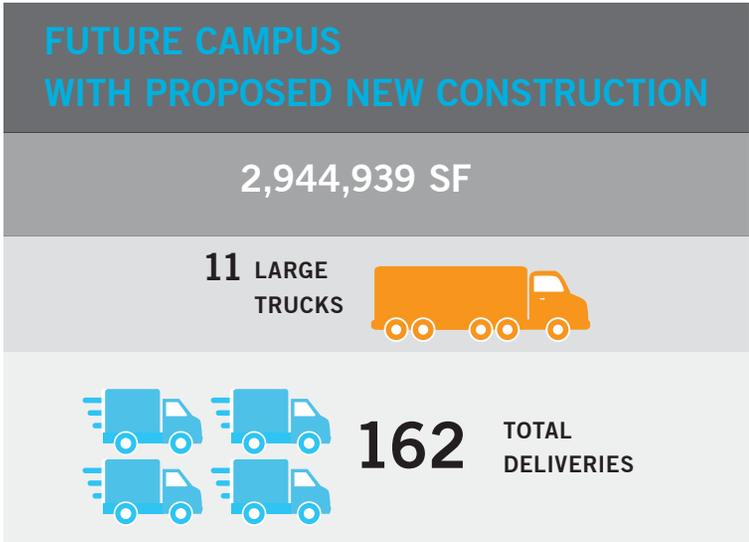
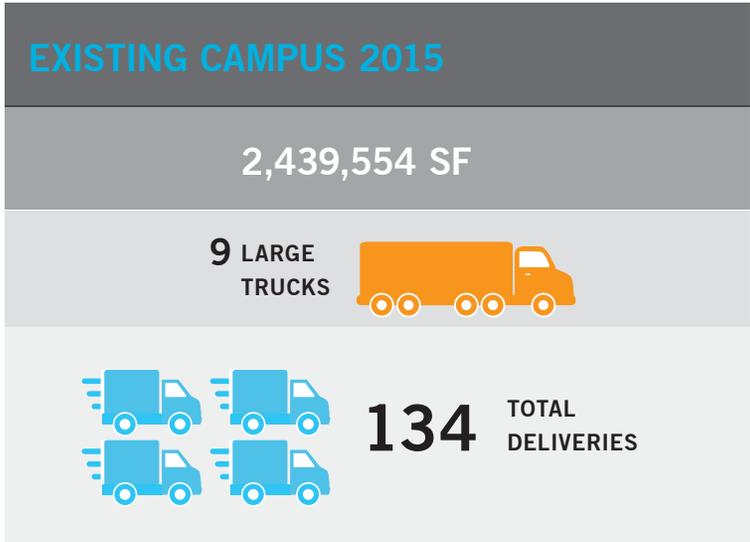
— AVERAGE DAILY DELIVERIES ○ FREQUENCY OF LARGE TRUCKS

AVERAGE DAILY TRUCK CHARACTERISTICS		
LENGTH (FT)	TYPE OF VEHICLE	#
≤ 25	Car, Pick-up Truck, Van, Minivan	89
30-40	Single Unit, Box Trucks	33
○ 41-45	WB-40	2
○ 50-60	WB-62	4
○ 65-75	WB-67	3
45-70	Linen (Single Unit & WB-67)	3
VVVTotal		134



FUTURE DOCK ACTIVITY

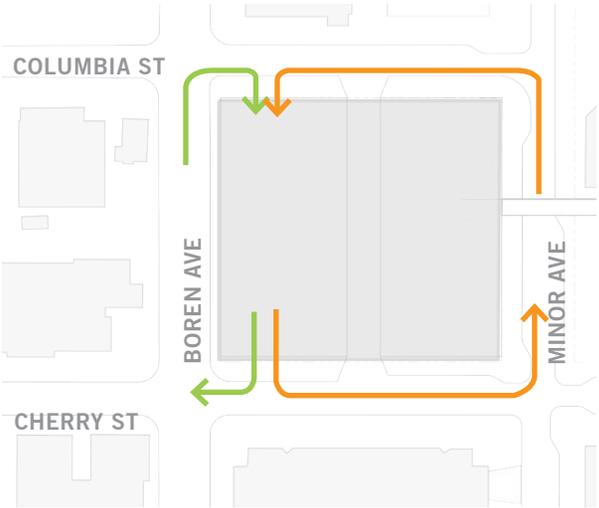
VEHICLE SIZE AND FREQUENCY



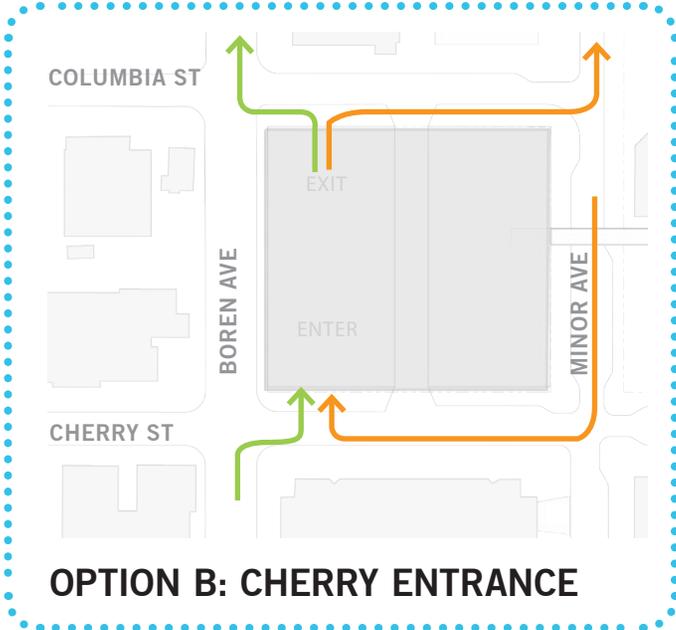
TRUCK ACCESS OPTIONS

 LARGER TRUCKS

 SMALLER TRUCKS/CARS

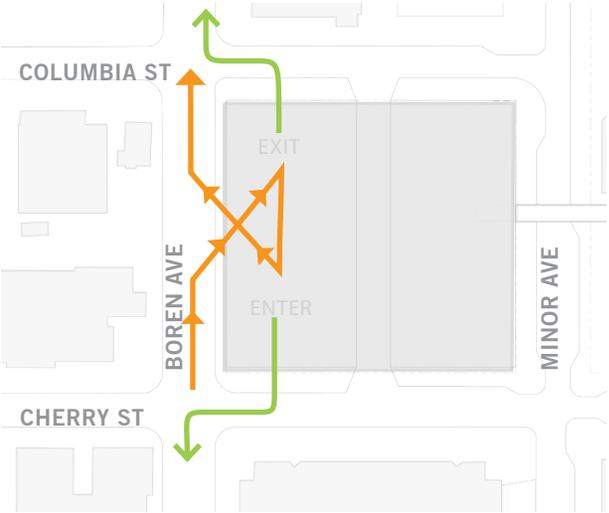


OPTION A: COLUMBIA ENTRANCE

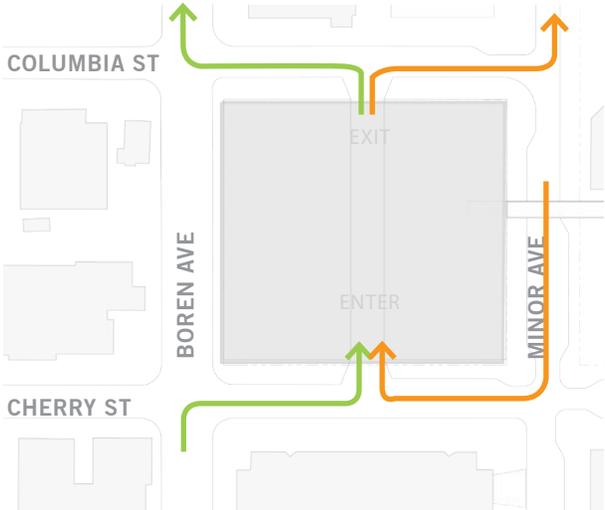


**PREFERRED
OPTION**

OPTION B: CHERRY ENTRANCE



OPTION C: BOREN ACCESS (LARGE TRUCKS)



OPTION D: NO ALLEY VACATION





URBAN DESIGN MERIT

Access

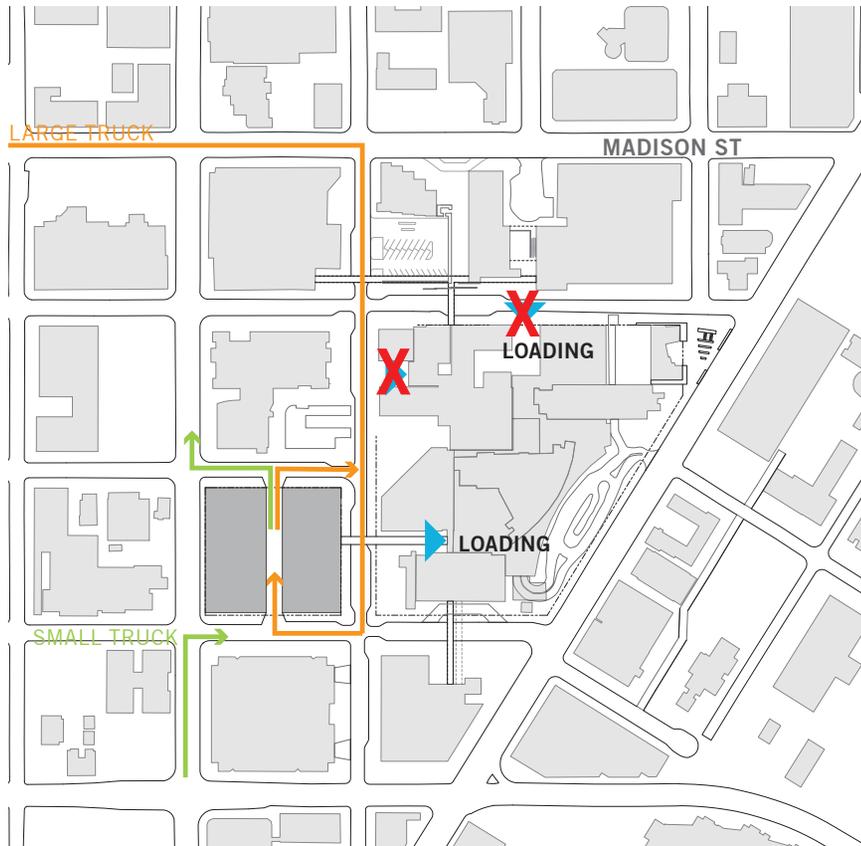
Circulation

Utilities

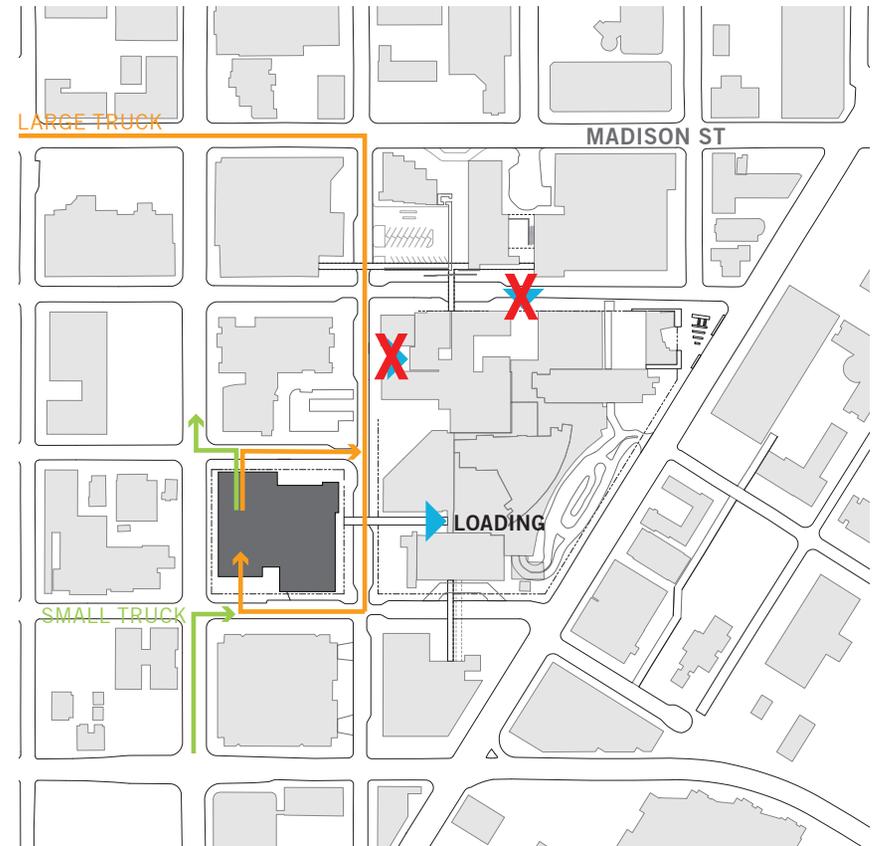
Open Space

Air / Light / Views

ACCESS - LOADING



NO ALLEY VACATION



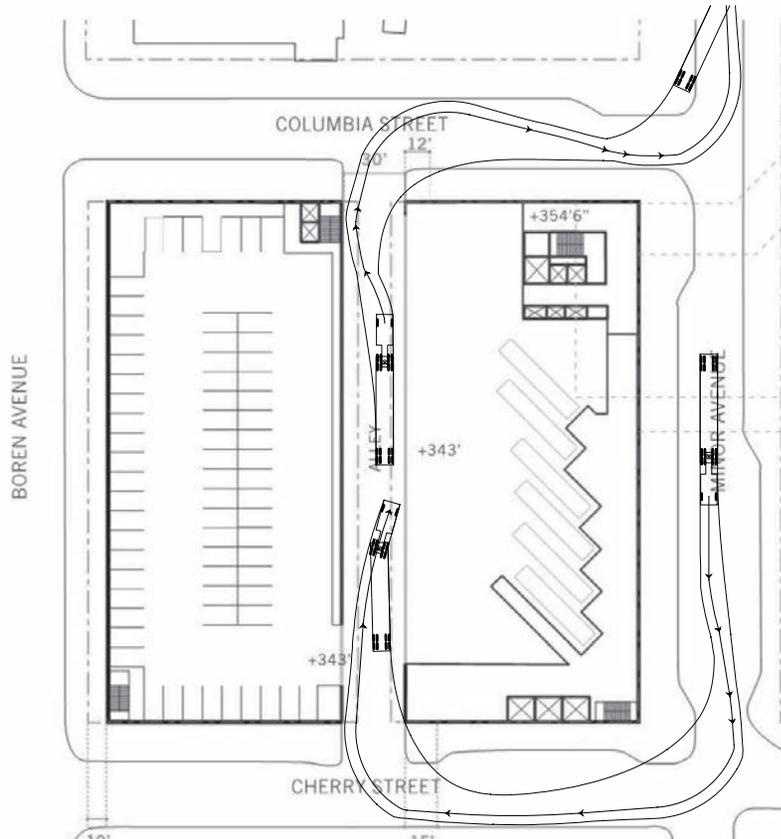
ALLEY VACATION

ACCESS/CIRCULATION - TRUCK TURNING

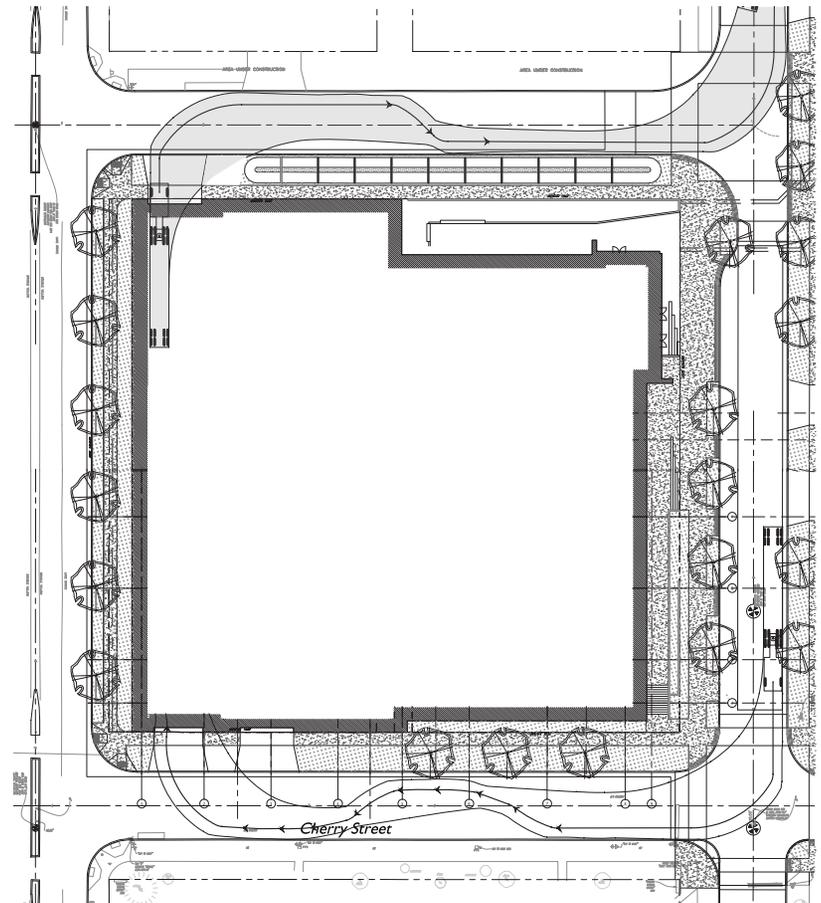
MIMP Page 47

"Wider curb cuts (60 to 90 feet) along Columbia and Cherry may be required..."

"Traffic flows may be improved within the campus area by eliminating some on-street parking to achieve adequate lane widths."

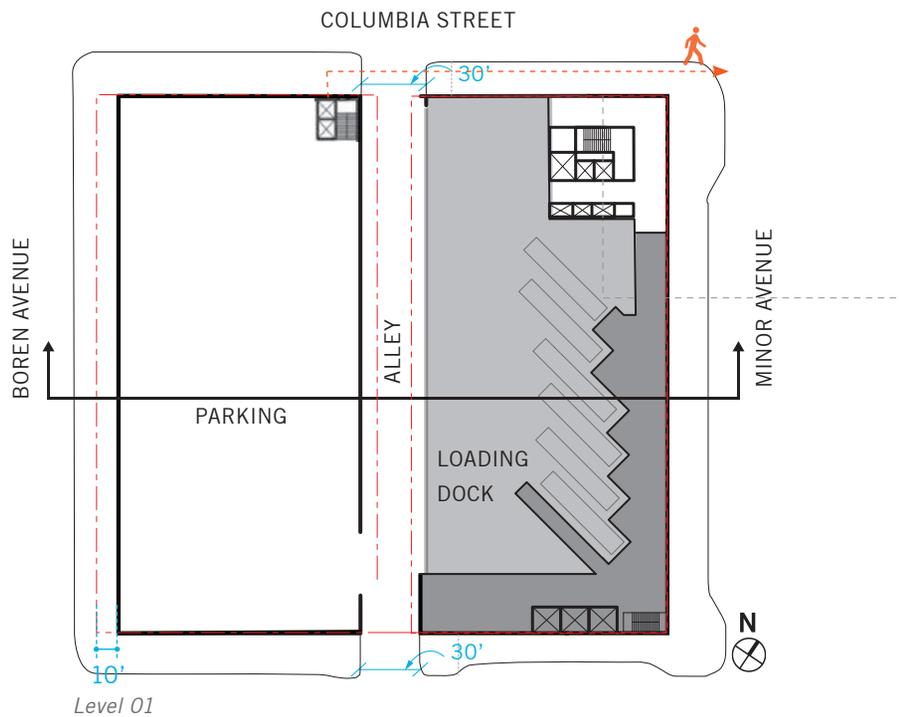
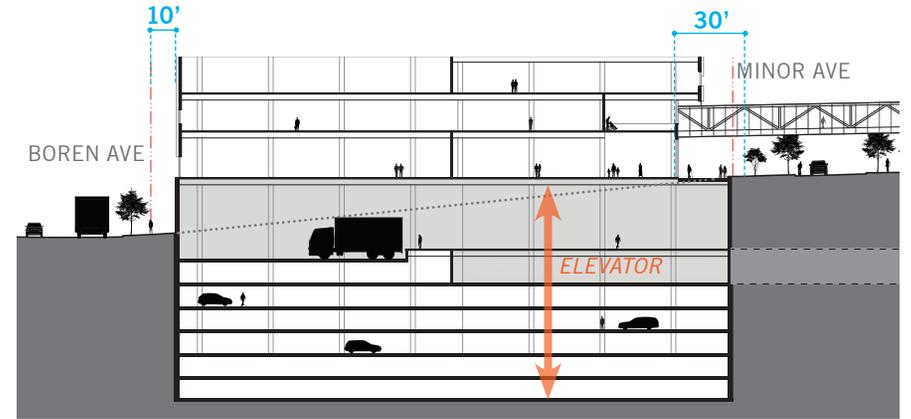
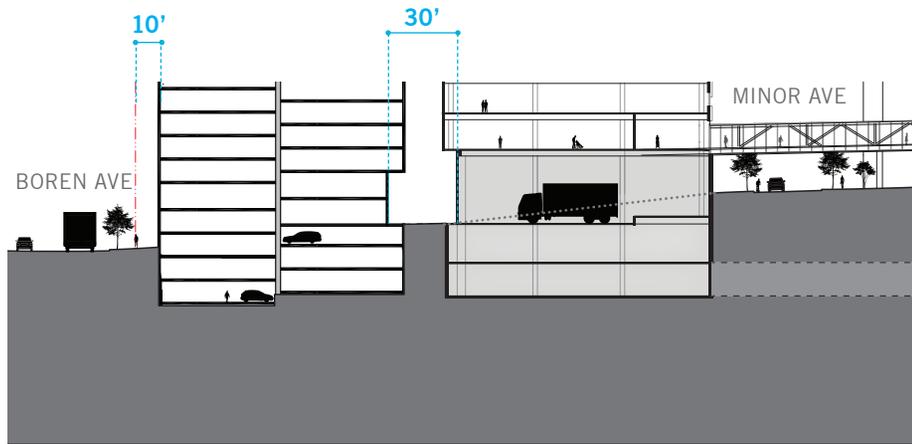


NO ALLEY VACATION

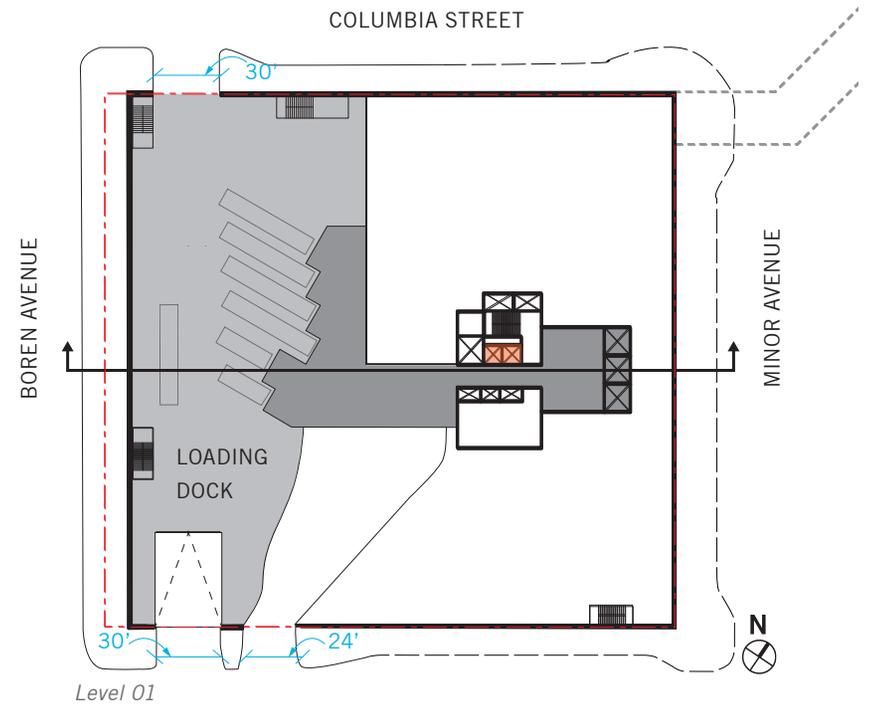


ALLEY VACATION

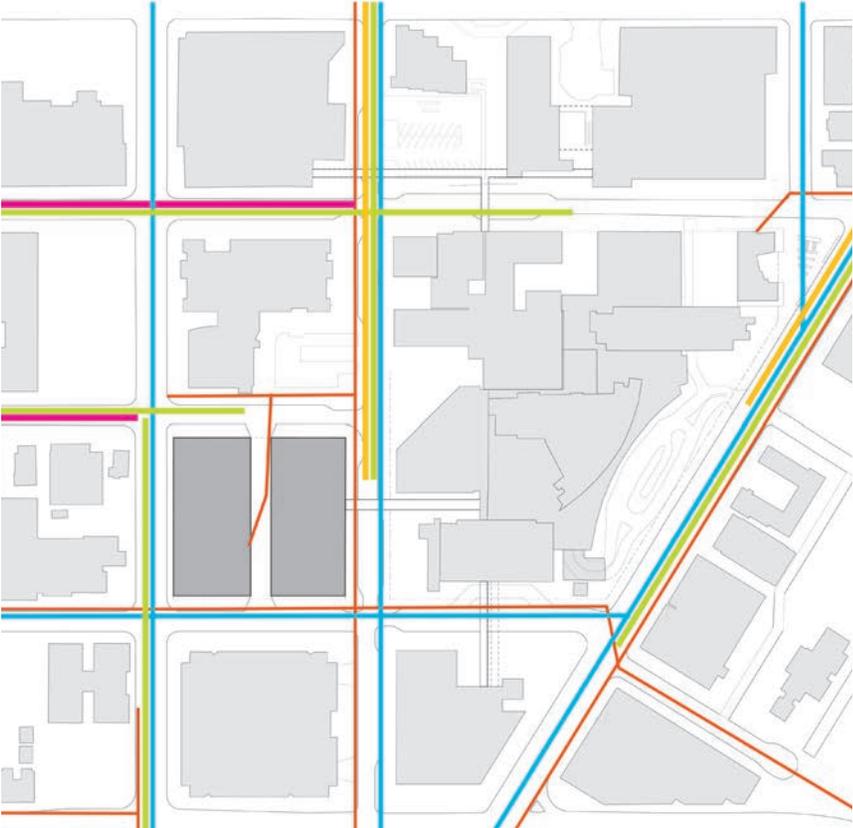
ACCESS/CIRCULATION - LOADING



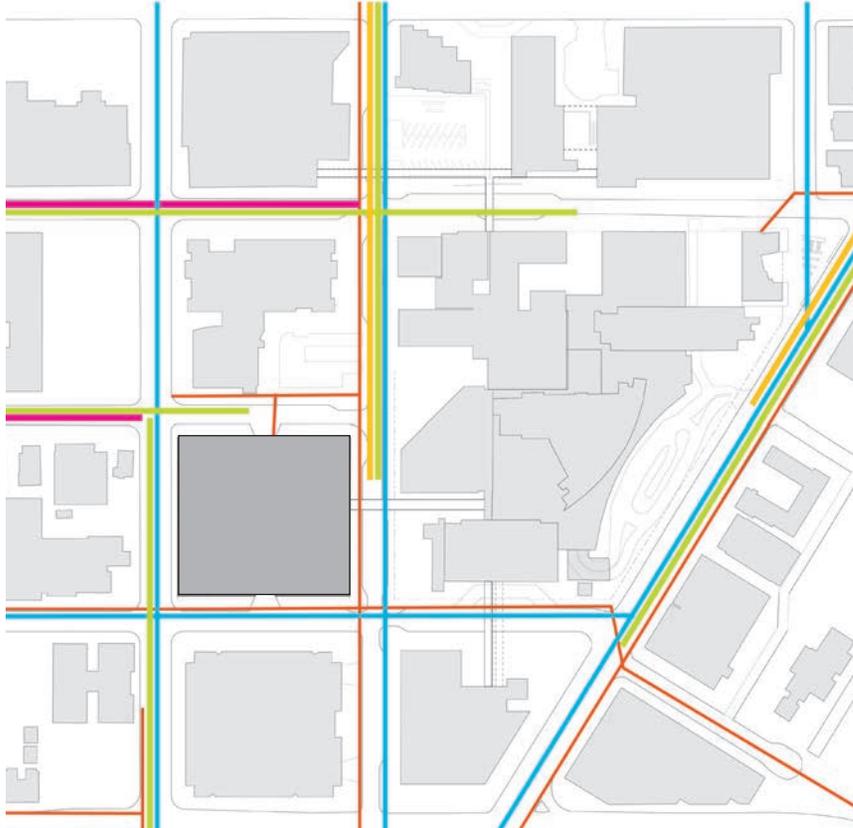
NO ALLEY VACATION



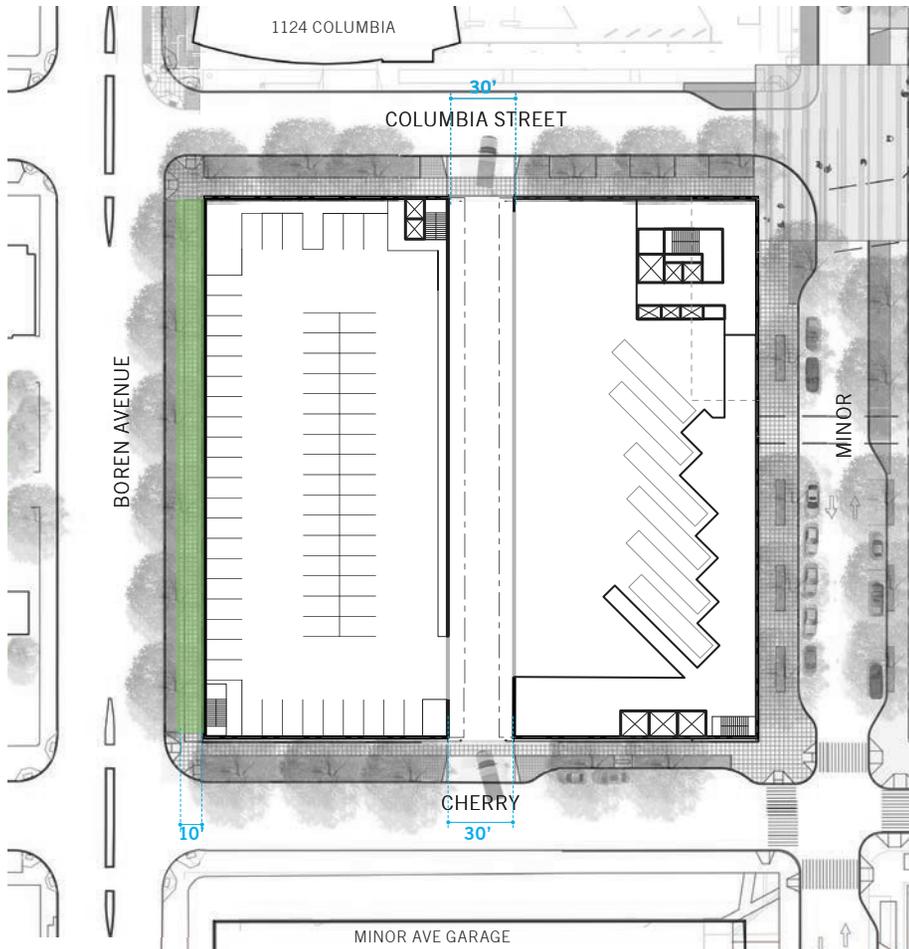
ALLEY VACATION



NO ALLEY VACATION

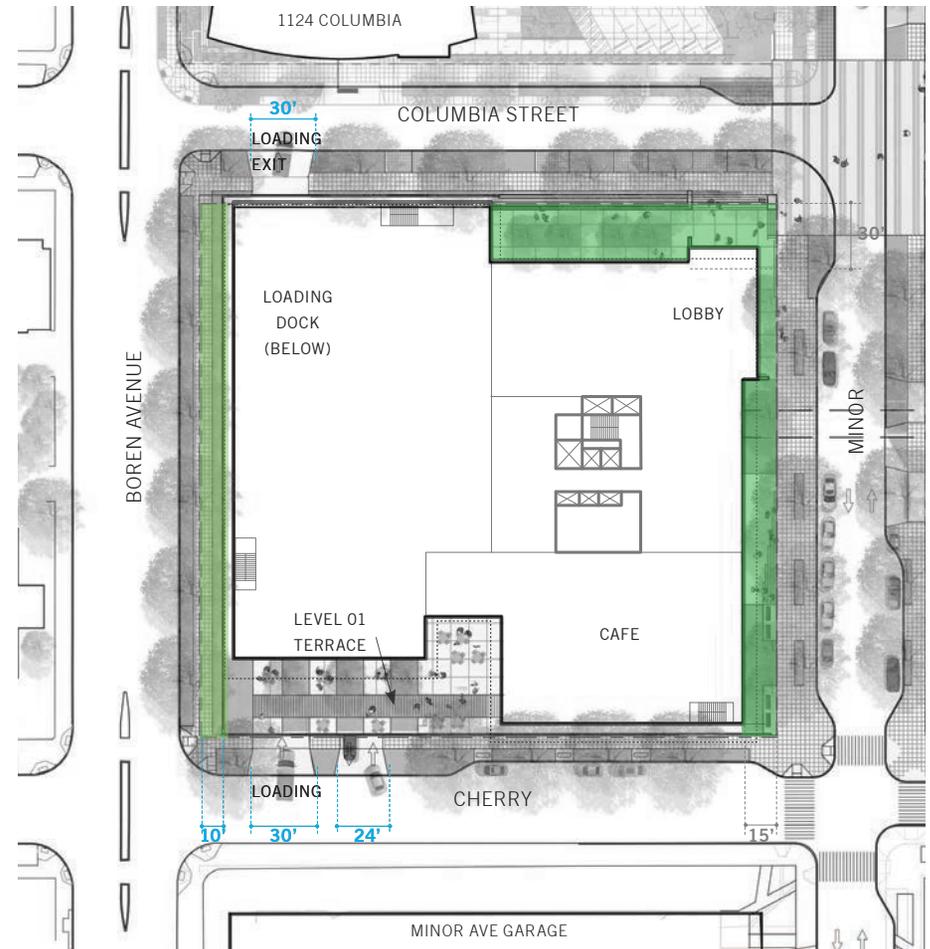


ALLEY VACATION



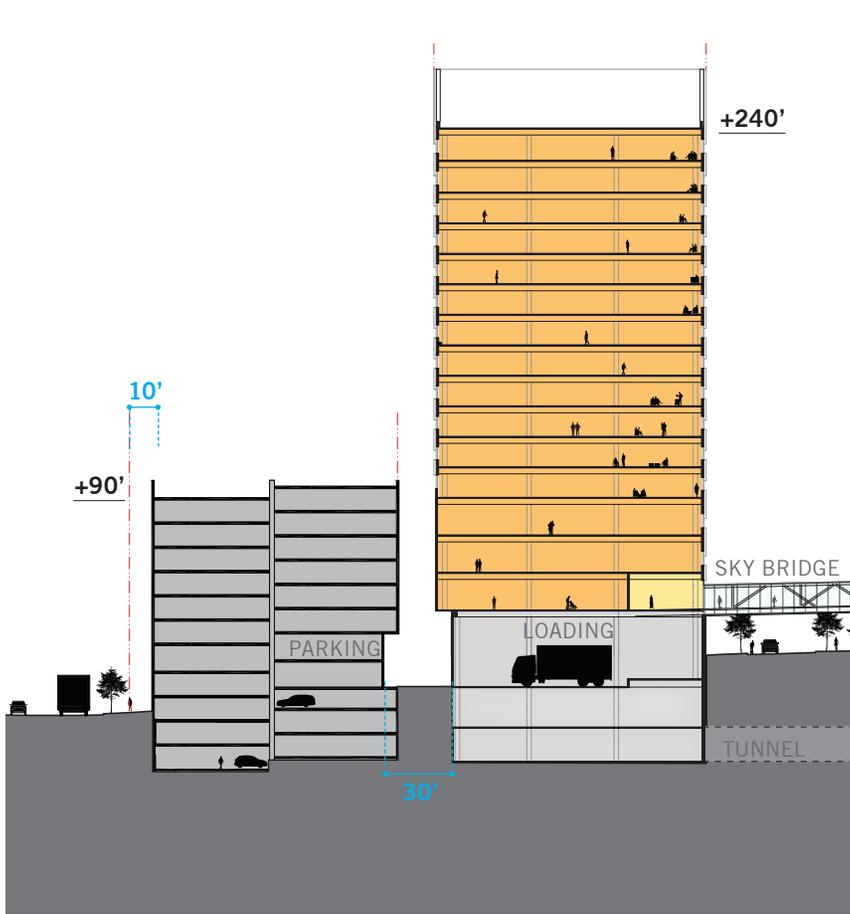
Level 01

NO ALLEY VACATION

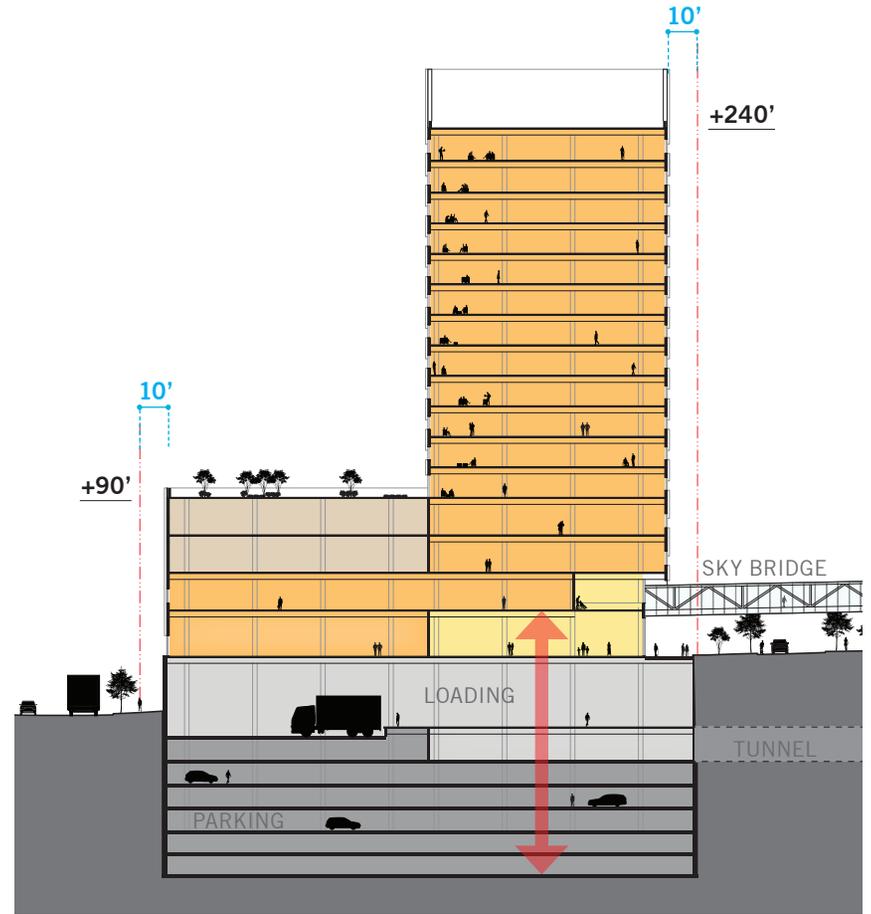


Level 01

ALLEY VACATION



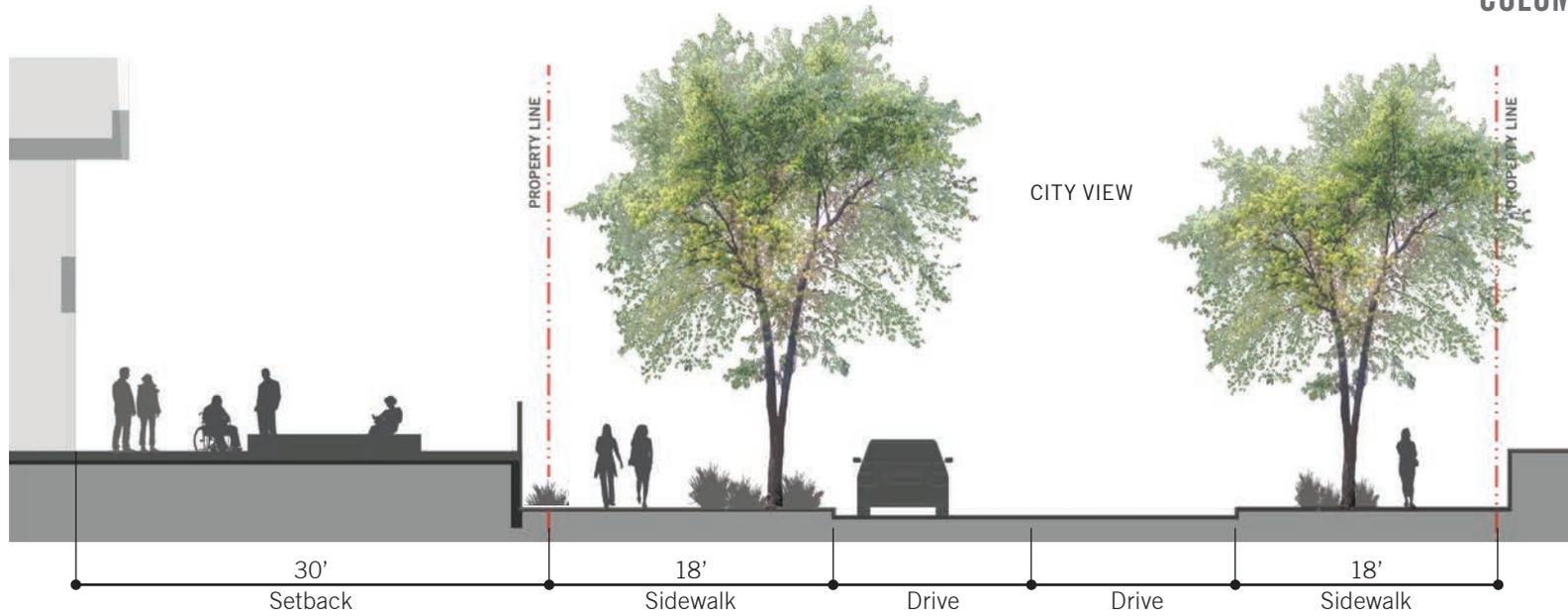
NO ALLEY VACATION



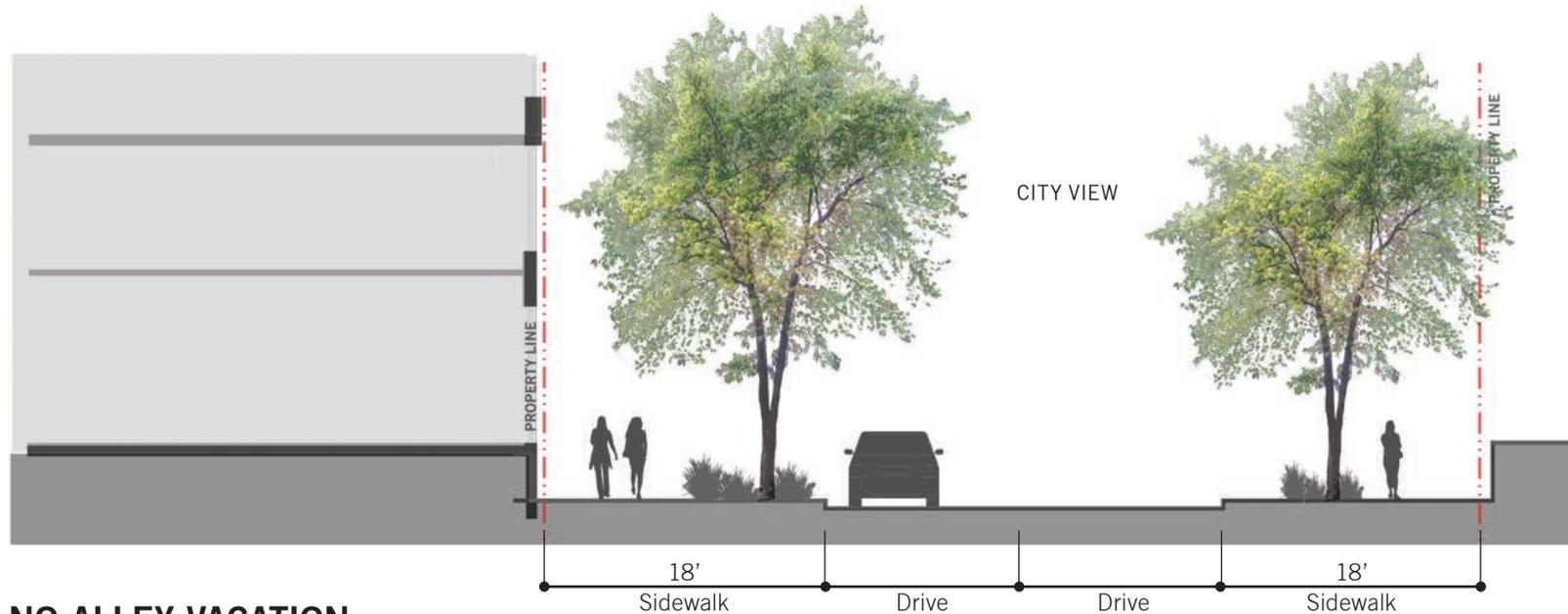
ALLEY VACATION

AIR/LIGHT/VIEWS

COLUMBIA STREET SECTION



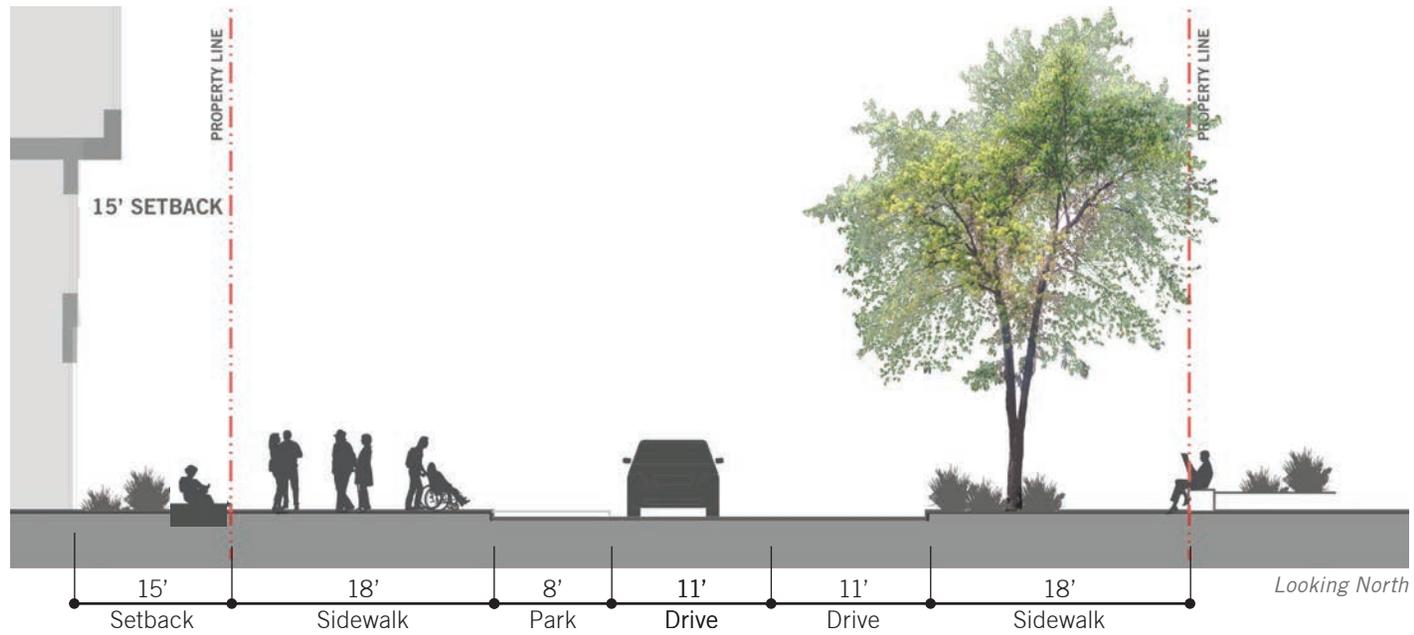
ALLEY VACATION



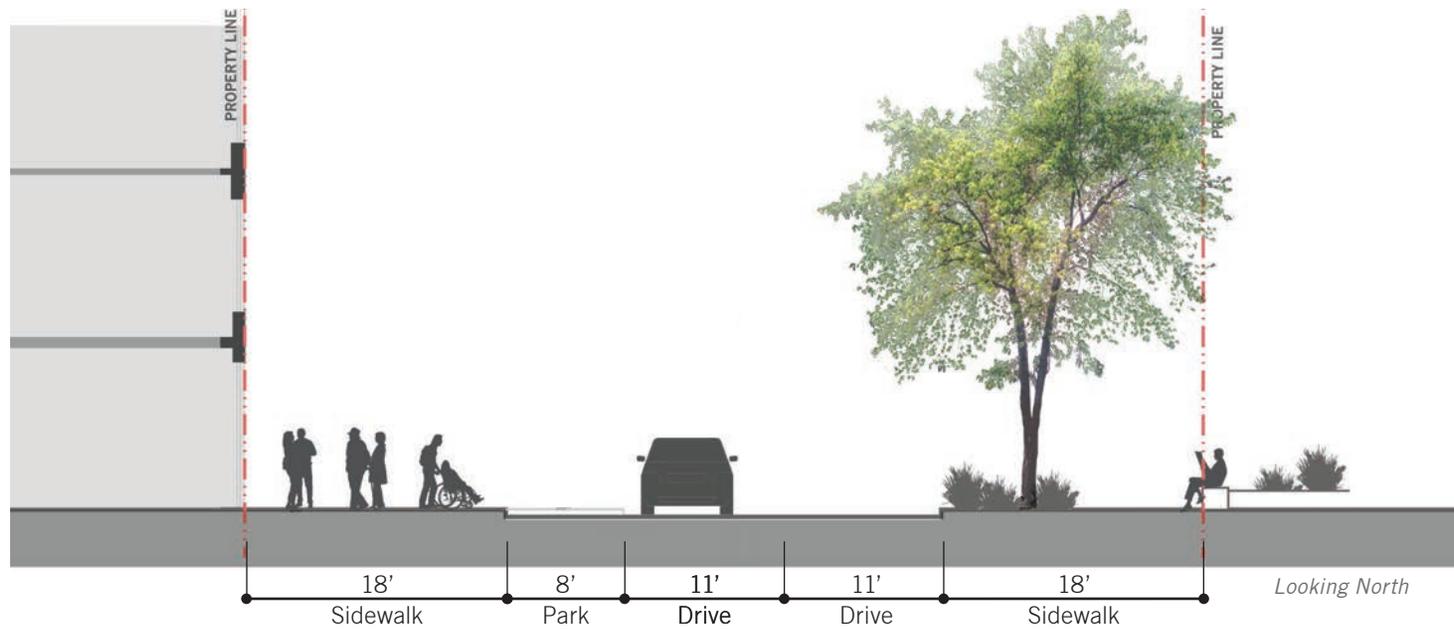
NO ALLEY VACATION

AIR/LIGHT/VIEWS

MINOR AVE STREET SECTION



ALLEY VACATION



NO ALLEY VACATION



URBAN DESIGN MERIT

BLOCK 95 ALLEY VACATION

Enhanced Access

Improved Circulation

No impact to Utilities

Increased Open Space

Greater access to
Air / Light / Views

BOREN AVENUE

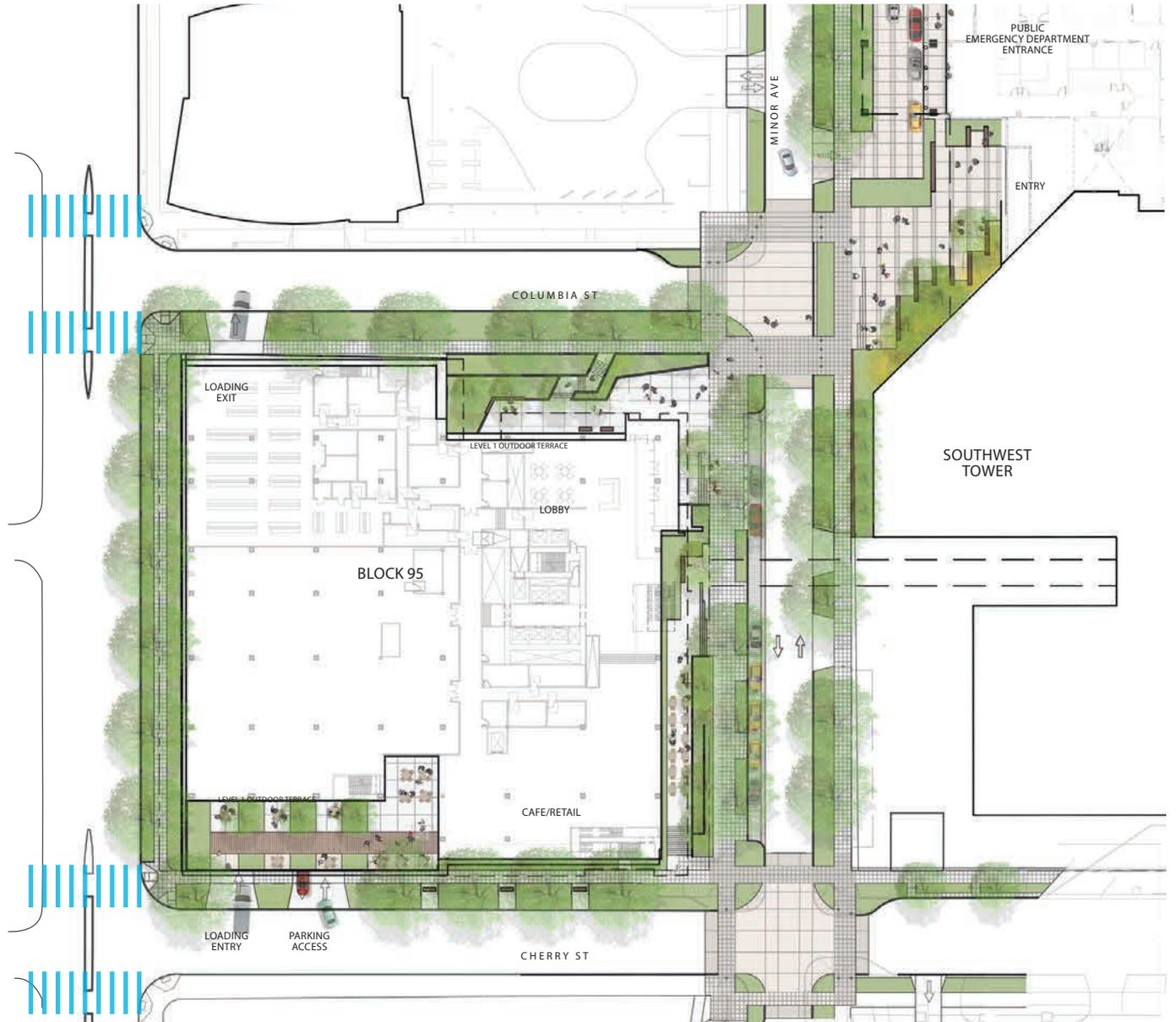
PEDESTRIAN CROSSINGS AND IMPROVEMENTS



Boren Crossing - Existing Condition



Green Lake Signalized Pedestrian Crossing





URBAN DESIGN MERIT Alley Vacation

- Enhanced Access
- Improved Circulation
- No impact to Utilities
- Increased Open Space
- Greater access to
Air / Light / Views