



City of Seattle

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Seattle Department of Neighborhoods

Kathy Nyland, Director

MEMBERS

Rexford Brown
Jeff Dvi-Vardhana
Douglas Holtom
Alex Hudson
Ted Klainer
Tammy Lord/Laura Mills
Betsy Mickel
David Nemens (Alternate)
Carl Tully

Ex-Officio Members

Beverly Barnett,
Department of Transportation
Tammy Garrett,
Department of Planning and
Development
Maureen Sheehan,
Department of Neighborhoods
Sherry Williams,
Swedish First Hill, Community
Engagement

**Swedish Medical Center – First Hill
Standing Advisory Committee (SAC)**

Meeting Minutes

Meeting #2

September 17, 2015

Swedish Medical Center – First Hill Campus
747 Broadway – ALCOVE Meeting Room
Seattle, WA 98122

Members and Alternates Present

Rexford Brown	Alex Hudson	Laura Mills
Jeff Dvi-Vardhana	Ted Klainer	Carl Tully
Doug Holtom	Betsy Mickel	

Presenters

Brad Hinthorne	Perkins + Will
Mark Brands	Site Workshop

Staff and Others Present

Beverly Barnett	SDOT
Jim Erickson	Citizen
Vince Kueter	SEIU 1199 NW
Nancy Rogers	Cairncross & Hempelmann
Maureen Sheehan	DON
Daria Supp	Perkins + Will
Sherry Williams	Swedish

I. Opening and Introductions

The minutes from the August 26, 2015 meeting were adopted unanimously by the committee with a minor correction on page 3 third paragraph that should state “Cherry/James” instead of “Terry/James”.

II. Goals for this meeting and future SAC meetings

Counsel for Swedish, Ms. Nancy Rogers, explained what they hoped to accomplish in this meeting:

- a) SAC confirmation that the B95 design and the NW Tower design each meets the MIMP requirements.
- b) SAC confirmation as to B95 public benefit package for the alley vacation included proposed amenities (sidewalks, open space, etc.) that are supported by the SAC as positive public benefits.

III. Presentation of Development

At SAC meeting #2, the following were priorities of the SAC and to be further addressed today:

- a) Improved pedestrian experience on campus;
- b) Improved pedestrian experience along Boren and crossing Boren;
- c) Minimize traffic conflicts between cars, trucks, and pedestrians;
- d) Meet the intent of the Public Realm Action Plan;
- e) Demonstrate the connections to transit and cycle infrastructure; and e) explain how the design relate to the First Hill community.

The presentation showed the neighborhood context, and how the Swedish First Hill campus relates to the larger First Hill community. Designated green streets have been identified, specifically Minor Ave. and Marion St., as important to the neighborhood. The Parks Department is actively pursuing potential sites for park properties that benefit pedestrian circulation.

Mr. Hinthorne discussed the design standards, design guidelines, City Council conditions, and EIS conditions and how the project addresses these requirements. He referenced that the SAC had also been provided a matrix that details the MIMP requirements and project features.

The design guidelines were presented by Mr. Hinthorne and Mr. Brands, summarizing height, bulk, and scale (A.1); transparent pedestrian experience (A.3); and campus and building identity (A.4). There are also considerations for safety and security at the street level along the public plazas and open spaces. There will be indoor and outdoor connections with an inviting lobby, retail and a chapel garden.

Street quality of life amenities along Minor Ave., Marion St., Columbia & Cherry streets and Boren Ave. are considered, with a deep landscape buffer, wider sidewalks and good visibility. There are lighting guidelines and how they identified street, pedestrian and building lighting and furnishings to provide a safe and secure lighting level.

A comment was made about further elaboration on MIMP setbacks and open space.

Mr. Hinthorne continued his presentations by summarizing the public benefits. He mentioned that SDOT will process four petitions: Block 95 Alley vacation, Minor skybridge, Marion skybridge, and Minor Tunnel.

Minor Avenue improvements have great potential because it is a service oriented street. The public benefits include improved sidewalks, raised intersections, comprehensive improvements on the sidewalks.

Setbacks on Block 95 include development of publicly accessible sidewalk café with an indoor and outdoor connections. There are also artwork opportunities that will utilize Swedish's existing artwork program, seeking to provide public art that is accessible to the street.

Pedestrian public benefits include assessment of new pedestrian-controlled signalized crossings across Boren at either or both Cherry and Columbia.

A comment was made regarding when large trucks are coming in there is a very tight turning radius along the elevated crosswalks on Minor. A suggestion was made to use Broadway due to its better turn radius rather than using Minor. It was explained that SDOT has reviewed the access issues and directed the use of Minor to Cherry for the few large trucks, and Boren to Cherry for the more common smaller truck deliveries. In addition, the design is to elongate the ramps for the raised intersections on Minor so that turning movements from larger wheel based vehicles are not an issue, and the focus was more on the pedestrians. Turning radius also is a consideration.

Mr. Tully made a comment about open space and about the large segment of open space off Broadway. He mentioned that he was unclear about qualifying open space and how it is calculated. He would like to know more information about how DPD calculated or designated the existing open space shown at the Broadway Plaza.

IV. Public Comment and Questions

Mr. Tully opened the meeting for public comments and questions.

Comments from Jim Erickson: Mr. Erickson asked how the tree canopies will be addressed under the MIMP or EIS. Mr. Mark Brands responded that during the early work, they hired an arborist to do an assessment of all the trees that could be affected by the project. They did a site walk along with SDOT. The hope is to save a particular tree at the corner of Columbia and Boren. Other trees in the area have been identified that would be detrimental to keep over the long term. New trees will be planted, with increases in the planting area, resulting in healthier trees and meaningful soil conditions as well as better spacing, comprehensive sidewalk improvements and improved storm water drainage. Mr. Erickson asked whether under the SAC priority, the tree canopy can be a subset of the public realm action plan in the future. And the response was yes.

V. Committee Deliberation and Vote

Mr. Klainer asked how to limit buckling of sidewalks due to tree roots. Mr. Brands noted that larger tree boxes like those Swedish plans to provide adequate room for tree roots.

Mr. Douglas Holtom asked about seating and the response was there will be plenty of seating in the area with furnished benches, both permanent and temporary.

Ms. Alex Hudson asked the architects to take a hard look at improving the view of rooftops as the neighborhood becomes more vertical out of necessity.

Mr. Dvi-Vardana asked how the project design correlated to the existing neighborhood. Mr. Hinthorne noted the new buildings had a modern design. Ms. Hudson explained that the current architectural character of the Swedish campus consists of many huge beige facades, which should not be repeated. Mr. Brown noted that the new buildings aimed to be statement pieces, and agreed that the current mix of buildings on First Hill offered no clear character to follow and concluded that he had no issue with the modern design.

Ms. Hudson asked about the integration of the Block 95 structure to the pedestrian experience along Cherry. Mr. Brands explained the topography and location of different seating areas and sidewalks.

Ms. Hudson suggested there be a Pronto station at the new street car station in addition to or in place of the one proposed in this project. Ms. Williams explained that there are several locations at the Cherry Hill campus per contractual agreement and a preliminary conversation is taking place for additional stations at First Hill.

Ms. Hudson and Ms. Mickel asked the representative from SDOT to talk about crosswalks and their willingness to place crosswalks across Boren. The project team needs to go back to SDOT and come to a solution that works best in the neighborhood.

Mr. Tully commented about the elements of the MIMP, whether the proposals of pedestrian connections at Cherry and Marion are meeting the intention of the MIMP's intent that the campus "assures a porous campus that encourages cross-pedestrian movement". A comment was made also about wanting to see and review all issues related to vacations. The SAC should give guidance and propose public benefits as well as neighborhood priorities regarding street vacations.

Ms. Beverly Barnett spoke to the street and alley vacations which are different from any other regulatory actions. The City generally owns the street right of way, the public owns the streets while the City manages them. The City Council looks for a physical and tangible evidence that can provide public benefit that is related to the street function.

The group noted that the existing low quality nature of the alley was not a consideration. Rather, the issue related to the alley vacation public benefits was assuring they went above and beyond the basic requirements for new development. The Committee received clarification that Swedish would be required to buy the alley land from the City, plus provide additional public benefits, and that Swedish would rent from the City the air space for the separate Skybridges. Chair Tully expressed his concern that the public benefits preview appeared thin

Mr. Tully would like more information and clarity from DPD its interpretation regarding open space calculation and inform the SAC.

Motion #1: Ms. Hudson explained that she was comfortable moving forward, and made a motion that the SAC concur that the project design for both Block 95 and the Northwest Tower projects meets the intent of the MIMP. Ms. Mickel provided a second for the motion.

Motion #2: Chair Tully made a motion to modify the first motion to add a condition that Swedish confirm whether the calculations and numbers about the open space at the Broadway Plaza had been evaluated and approved by DPD. This motion to modify the main motion passed: Yes = 5 No = 2 Abstention = 1

The main motion, Motion #1, as modified, was then passed: Yes = 8 No = 0.

There was not a vote on the public benefit proposal, because the SAC confirmed with Swedish that a vote would be premature. Additional ideas or comments for public benefits can be sent to Mr. Brown, Mr. Tully or Ms. Sheehan.

VI. Additional Committee Feedback

Mr. Tully added the following feedback:

- Inviting pedestrian focused cross campus connections to uphold the MIMPs intention of neighborhood connectivity both north-south on Minor Ave. from Madison to James and east-west Broadway through Boren along Marion St and Cherry St.
- Requested that explicit delineation between public benefits and required open space be made when presenting public benefit proposals
- More Pronto, support for 2 additional stations
- Transportation connectivity, and should areas be dedicated to car sharing? There was hesitancy in giving up public parking spots to a private company,
- Reiterated the SACs recommendation that a signalized pedestrian crossing at Minor Ave and James be studied as a public benefit.

Mr. Brown added that Car2Go needs to be available to the public, preferably not in a garage, which is a deterrent.

Ms. Hudson added considerations for the project team:

- Public bike racks, aside from Pronto
- Details about trees such as kinds and maturity
- Permeability of public spaces, are they clearly accessible 24/7
- Electric Charging Stations
- Green roofs

VIII. Adjournment and scheduling of next meeting

The next meeting will be held on October 8, 2015 time TBD.

No further business being before the Committee, the meeting was adjourned.