



City of Seattle

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Seattle Department of Neighborhoods

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MEMBERS

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

Ex-Officio Members

Maureen Sheehan,
 Department of Neighborhoods
 Sherry Williams,
 Swedish First Hill, Community
 Engagement

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

**Meeting Minutes
 Meeting #5
 January 20, 2016
 Adopted on March 14, 2016**

Swedish Medical Center First Hill Campus
 747 Broadway – 1 East Conference Room
 Seattle, WA 98122

Members and Alternates Present

Alex Hudson	Doug Holtom	David Nemens
Betsy Mickel	Tammy Lord	
Carl Tully	Ted Klainer	

Presenters

Brad Hinthorne	Perkins + Will
Mark Brands	Site Workshop
Mark Sanders	Studio SC

Staff and Others Present

Nancy Rogers	Cairncross & Hempelmann
Maureen Sheehan	DON
Sherry Williams	Swedish
Brandon Macz	Capitol Hill Times
Jim Erickson	Resident
Marjorie Brown	Perkins + Will
Faith Berry	Studio SC

I. Opening and Introductions

Mr. Carl Tully opened the meeting. Brief introductions followed.

II. Housekeeping

Mr. Ted Klainer made a motion to adopt Meeting minutes #4 dated November 5, Ms. Alex Hudson seconded. With the quorum present, the Committee unanimously adopted the minutes.

Mr. Tully mentioned that the goals for tonight’s meeting is to seek a vote from the Committee on the design for the O₂ tank farm, and to provide project updates on the updated design of the public benefit features previously reviewed at the last meeting.

III. Design Team Presentation

Mr. Tully introduced the presenters to provide an update on the presentation. Mr. Brad Hinthorne mentioned that they will be making a presentation to the Design Commission on March 3rd. Currently, the project is working through the design process planning, conducting user group meetings, detailed planning and cost estimating.

Boren Avenue Façade

The team heard received feedback regarding the Boren Avenue façade from different groups and the Design Commission at the last meeting, requesting to know more about the design. The team will go back to the Commission to present the proposed solutions.

At the last meeting, the project team noted there is a 10 ft. setback that is required, and the project is providing a 16 ft. setback that provides a bigger buffer of landscape along the roadway, and a smaller buffer against the building. This will provide plenty of opportunities for the façade of the building.

Mr. Mark Sanders summarized the design criteria for the Boren Avenue feature wall and they would like to present content that speaks about Swedish that is relevant to the community. The team also looked at how the public will be interacting by having different distances, and points of view. Interest and warmth were also included in the design to make sure not to distract drivers.

The façade materials are a combination of glass and metal panel. Mr. Sanders talked about the different distance views in order to create interest. From a distance, you may see a bigger message, graphic, etc. From a pedestrian view, you see detailed information and text. The team also looked at the transformation from day to night, and its affect to the wall when car lights pass by. Mr. Tully asked about the materiality of the messaging. Mr. Sanders commented that it is a combination of affecting the concrete and forming the concrete by adding a base layer of messaging and texture, and add metal, paint or glass pieces to add texture. From the ventilation standpoint, the team is thinking about how pattern will transition to a continuous piece. Mr. Tully added that the Design Commission may be interested to know about the quality of the materials, specifically, how enduring the materials will before maintenance and longevity. Mr. Sanders noted that they were thinking of using a reflective material that will be durable, such as crosswalk paint.

Mr. Sanders reference the art program at the Frye Museum and how this project can relate to their wall in a similar and artistic way. Mr. Sanders showed a graphic design of the materials, focal wall and the ventilation component. He also showed a graphic that presents different color patterns and larger texts that presents different visual text during the day and transforms at night.

The criteria for the content will be health related, but also speak to the health of the community and something the community can relate to. The team is looking for messaging that is not brand focused, but a community focus and is durable so it does not become irrelevant. Ms. Mickel commented that the messaging should reference the mission of the organization. Mr. Hinthorne noted that they are working with the Swedish communication team on that. Mr. Brands noted that there is an opportunity that they could do both messaging in text or images. A comment was made about including FHIA (First Hill Improvement Association) in the process, since they are the touch point on what is happening on First Hill. Ms. Hudson suggested the history of Swedish and the number of children born here be incorporated since Swedish is the place where the future is literally born.

The selection process will include working with Swedish and their Community Relations department to determine what the messages should be.

Ms. Hudson commented on the images that are implanted into the brick of the building at the corner of James and Boren is very strange and reminded the design team to take caution because at the last Design Commission meeting, there was a question on 1001 Broadway about the timelessness of the super graphic for now and how it would relate thirty to forty years from now.

Mr. Tully commented about his support with regards to the design of the special façade treatments wrapping around the corners of the building. Ms. Hudson commented about her support on the day and night transition and the inclusion of the light feature that contributes to a warm pedestrian environment as well as public safety.

Boylston Triangle – (00:25:50)

Mr. Hinthorne presented the Boylston Triangle update. He provided a graphic of the site plan to identify the built, proposed, and future project buildings. The team would like to discuss with the Committee the design of the enclosure around the O₂ tanks. These O₂ tanks will remain in a temporary building site until a permanent site is built. The O₂ tanks are located at the periphery of the central part of the campus because of limited real estate and because locating them across any street would require a complicated tunnel under the existing streets and utilities. Adjacent to the O₂ tank farm will be the temporary sterilization building, which will be removed and converted into a service car park when the NW Tower opens.

The project team did their due diligence on how the location could work. The O₂ tank trucks deliver twice a month, prearranged, typically during off hours to not impact traffic around the area and Swedish facilities staff would assist in directing them.

The intent is to extend the street car plaza and the patterning into the space around the tanks. The area is open, and the only space that is enclosed is the O₂ tank location. The public can move freely, but the access points for the trucks are very limited. There is a 50 ft. arc in the area around the tanks where the public cannot congregate, and there are not benches in the area in order to discourage the public from congregating around or near the tanks. The public could pass through the area as that is allowable by code.

Ms. Nancy Rogers provided a brief summary on how this location meets the MIMP standards. The O₂ tank farm is an integral part of the hospital. It is not independently called out in the MIMP because it is part of the hospital use. The team's discussion with SDCI (Seattle Department of Construction and Inspections) is to have this project processed as an exempt change to the MIMP to reflect the O₂ farm or classify it as already within the MIMP as part of the relocation to a future hospital site. Either decision, these processes will go through an independent Master Use Permit (MUP) for the Boylston Triangle O₂ farm.

With regards to the MIMP standards and the role of this Committee, Ms. Rogers explained that in the earlier presentation, the team presented NW Tower and Block 95 and summarized how the MIMP standards were met. There are only a few MIMP standards that are applicable to the O₂ tank farm. These includes height limit, lot coverage, parking, open space, building differentiation, landscaping and street life quality. The role of this Committee is to review and evaluate all of the proposed projects prior to submitting the MUP application.

The design criteria for the O₂ farm screen is very similar to Boren Avenue. The team would like to have a similar type of messaging, but a different character that represents Swedish and the community. The viewing conditions for the triangle are similar such as day/night transition, and visual presentation without compromising safety issues. street views that show a bigger scale from afar and a more detailed graphic at a pedestrian view. Similar types of opportunities for the day/night visibility, since it will be a screen texture. The design team will be able to deal with shadows and its transformation. He showed a graphic view of the location and the measurement of the screen wall. He mentioned that they are able to affect the screen through a variety of graphics, paint, and color enhancements.

Ms. Hudson asked about having the opportunity to incorporate the First Hill Mile wayfinding into this design. Because of the clearance, having milestones or way finding incorporated into the design of the screening would not be possible in order to not encourage the public congregating close to the tanks. However, the design team could develop graphics that speak to the mile as well as the health of the community.

A question was asked about the exemption review process. Ms. Rogers commented that she is in communication with Ms. Tami Garrett of SDCI regarding the process and is waiting for direction. Ms. Rogers noted that Ms. Garrett has all the information she needs.

Mr. Tully commented about and asked the question if the Swedish logo is to be used will it be considered a sign? He also stated a concern that if the design is invested in a logo there is some risk that the logo design may change in the future., perhaps a design that is more integrated with the First Hill Mile concept would be more enduring The response given was that the Swedish logo has existed for a century and any change seems unlikely. A comment was

made about the messages being shown in the façade in Boren; and there is a fine line between messaging and advertising.

Ms. Hudson commented about landscaping, as one of the conditions of the MIMP; Mr. Brands commented about the truck turning movement along the triangle and the team are aware not to disturb the landscaping.

Mr. Tully commented that the length of time the O₂ tank farm would be functioning in the proposed location should be considered as a permanent improvement and not temporary; it was discussed that it could be in place for 30 or more years before the proposed location would be changed.

Public Benefits – (00:48:37)

Mr. Brands presented the public benefits update. Back in November, the project team shared with this Committee three petitions. There was a fourth petition regarding the tunnel, and it was determined that it does not require any public benefits.

The team thought about public benefits in respect to the Public Realm Action Plan. SDOT and SDCI are in constant coordination with Ms. Hudson and Mr. Erickson and his committee regarding a network of green streets, street cars, etc.

The public benefits are categorized to the following: First Hill Mile, Open Space, Public Art, Pedestrian Safety, and Transportation.

A summary of the public benefits by petitions were presented to the Committee. He noted about the cluster of benefits around Block 95. The project team is looking at extending the border significantly for pedestrian improvements as a contribution to the First Hill Park. The team is coordinating with the community and SDOT through biweekly meetings regarding pedestrian safety and improvement.

The team is also in contact with Ms. Hudson regarding developing language for First Hill Park funding and the need for its restoration.

Swedish continues to pursue the Bike Share program since the City of Seattle did not get the anticipated funding; and this benefit is a significant support for the Bike Share Program. The team also continue to look at a Metro Shelter in the Seneca and Boylston area.

The skybridge is the design drawings level. The skybridge is about 10 ft. high and 12 ft. wide with a minimum elevation clearance of 17 ft.

First Hill Mile (00:58:12)

Initial funding for the active loop has been secured and they will be working with FHIA and Mr. Erickson on signage that could be expanded and replicated around the City. He presented a diagram of the elements the team are reviewing with SDOT including wayfinding, public art work, furnishings, ROW (right-of-way) improvements, planting, tree canopies, etc.

The first stretch of the First Hill Mile is between Marion and Madison, and the team is proposing is to take the three parking stalls along the stretch where the Bank of America driveway is, and consolidate these driveways and fill the area with planting and sidewalks.

Signage with markers that show history, health and happiness will be important for the mile to be successful.

Ms. Hudson commented on the traffic circle and its effect on 1001 Broadway. The proposed Whole Foods will have large trucks using the alley, and is SDOT involved in how these trucks go around the traffic circle. Mr. Brands noted that it is part of the meeting discussion with SDOT, and a transportation analysis they will provided to SDOT.

There have been numerous discussions with SDOT, and they are not keen about the cubes as street furniture because they worry about the sightlines. Another comment he has heard was about arms on the benches, and there has been an active conversation about what is allowable.

An example of a map of the city of Cincinnati was shown to illustrate how they do their wayfinding and signage. The team will continue to work with FHIA on how to make the signs more expandable.

There will also be continued conversations with the Urban Forestry Commission regarding street tree replacement and the tree canopy.

IV. Public Comment and Questions (01:11:48)

Mr. Jim Erickson is a First Hill resident and Chairs of the FHIA Urban Design and Public Space Committee. His comments are the view of his Committee and is not meant as a criticism. They would like to have an opportunity to collaborate. On the tree canopies and request to have a wide variety of trees. The tree pits are important for the health of the trees, and they are in the process of completing an inventory of tree pits and trees in First Hill. Urban Forestry will be coming up with a mechanism to use this on First Hill so it can be updated.

Keep them in mind if there is a specification or process that they can procure from a contractor that the community can use when someone is providing funds, such as a new developer, if it is transferrable for the neighborhood to benefit from it, this will be beneficial for the community.

He noted about the Wayfinding and Signage and asked about the Yesler Terrace area. The response was that it has been presented to the board and they are curious as how this will link to the area, and there has been active conversations about this topic and it will be shared to the community.

He made a comment about the First Hill Mile and had asked the City to provide funds to assist in creating a character for the neighborhood that will benefit retail and other businesses along First Hill. If these funds are awarded, the community will create an identity especially in the activity loops or anywhere signage and wayfinding is available.

He made an additional comment about signage and was pleased that SDOT is working with the Design Team and would like them to work with the community as well.

Mr. Jim Kirkpatrick made a comment asking the Design Team to address potential graffiti.

V. Committee Deliberation and Vote (01:17:30)

Mr. Tully shared that the Public Benefits presentation was moving in a good and positive direction in developing the details that were requested by the Design Commission. He asked for more details about the bus shelter characterization and whether they were to follow SDOT design standards. The response was an SDOT standard shelter is proposed.

Mr. Tully stated that the wayfinding signage and the idea of continuity within the walking loop is a good idea, but expressed his disappointment that an SDOT standard would drive the design and that the Cincinnati example shown was not substantive enough to create meaningful identity along the First Hill Mile. If SDOT standard signage must be followed it was suggested that a more meaningful and permanent icon standard be developed that could host an SDOT standard sign Swedish as well as the Swedish mile needs a permanent and broader identity and SDOT needs take an active role in resolving this issue and SDOT standards, while important to be taken into account, should not drive the quality of design for the development [Response: There has been an active discussion with SDOT, and it has been a challenge to comply with a non-standard signage. There is concern that customized signs will be difficult to reproduce. The project team are in communication with the Urban Design and Operations in order to seek common ground.]

A comment was made about some old signs around the neighborhood that are up high and very visual, and if the design team are able to use these so it cannot be vandalized and be maintained.

Mr. Tully commented that if SDOT is limiting solutions for the First Hill Mile, then it should be communicated to SDOT and the Design Commission that the SAC is recommending that the Swedish Mile needs to be aesthetically better than a minimum SDOT standard to represent the need of a meaningful and enduring neighborhood public benefit. Ms. Hudson echoed Mr. Tully's concerns. She noted that FHIA through the Public Realm Action Plan invested their

idea of expanding the active loops and views it as a great opportunity for a pilot project that is replicable with the branding and colorization within other active loops. She agreed that this needs to be easily maintained and replicated by SDOT and be visually appealing as well.

Mr. Jim Erickson commented to acknowledge the existing signs for First Hill that are up high.

Mr. Tully echoed Ms. Mickel's earlier comment regarding pedestrian first safety. During the design presentation of Public Benefits, it was stated that SDOT was pushing back on proposed public benefits of the raised intersections at Minor Avenue and Columbia Street and Minor Avenue and Cherry Street, citing that there may be pedestrian safety concerns. He noted that if there is a true safety issue regarding pedestrian walkways, it needs to be respected, but clearly defined and communicated what the limiting factors are. Previously the SAC voted to support and approve the raised intersections as public benefits because they were traffic calming elements as well as creating an improved urban character and pedestrian friendly aesthetic; qualities making them a public benefit. The SAC does not support that SDOT Traffic Operations be the deciding factor of what creates the urban character of this streets improvements proposed as public benefits.

Ms. Hudson commented that safety is a priority and acknowledged that because of the nature of the elderly population that is being served by a medical institution in First Hill, to make sure there are visual cues so drivers are aware and not confused on their need to slow down. Mr. Tully mentioned to have these concerns be brought to SDOT's conversation.

Mr. Tully commented that the presentation and updates regarding the Design Commission request were very good and requested that the design team continue to engage with SDOT to work past the design limiting discussions that were taking away from the quality of the proposed public benefits on the First Hill Mile and the raised intersections along Minor Avenue.

He asked the Committee if there is a motion vote on the Boylston Triangle, specifically the design and direction of the O₂ tank farm enclosure and if it meets the MIMP requirements.

Mr. Tully voiced his concern and dissatisfaction with regard to the process short notice about the O₂ farm presentation without having a chance to review the details in advance and how it relates to the MIMP, and that it put the SAC in a difficult position to be pressed on the immediate need for a vote. Ms. Hudson commented that she was confused in the beginning about the O₂ Tank farm.

Ms. Rogers commented the need to have a Master Use Permit (MUP) and was asked if there is a need to update the MIMP in order to continue with the O₂ Tank farm project. The question about the MIMP process was asked to Ms. Tami Garrett of SDCl and she has not responded. The Committee is not involved in the MIMP amendment process unless it is a major or minor amendment discussion. She believes that it will be an exempt change or it is already covered in the MIMP. In order to file a MUP, she would need the Committee's vote and agreement on the design for the tank farm.

A comment was made regarding Mr. Tully's concern and not having enough time for the Committee to review or consider the proposal being presented, and what will be the implication if the Committee decides to defer the consideration. Another question was raised about not having any visual studies on how this supposed 30 year O₂ tank farm would look from Broadway.

A response was made about Swedish already set to submit the MUP application, irrespective of what will happen with the MIMP. The team can come back to the Committee within two weeks to review the additional details, or delay the MUP application.

Ms. Hudson commented about if there are any expectations or changes that will affect the Committee's decision if the vote is deferred and Mr. Tully agreed that he does not see any changes, but in the future would rather have the proposal be presented and highlighting how the proposal complies with the MIMP early and not overwhelm the Committee to make a quick decision without ample time to review what is being presented.

A comment was made that if the Committee felt that there is inadequate information, the team can come back at the next meeting to provide a more detailed presentation.

Mr. Tully commented that the issue is the timing of the presentation and not about the design of the O₂ farm.

Ms. Mickel made a motion to confirm that the Committee has evaluated and concur with the design for the O₂ Tank Farm/ Ms. Hudson seconded. A quorum being present and the majority of those present having voted in the affirmative; the motion passed. The Committee voted unanimously.

Ms. Sheehan reminded what Ms. Rogers mentioned that there are multiple options the plan can go through, and if a change is determined as minor, it is a requirement for the Design Team to come back to the Committee and present the details.

The committee requested updates on the progress that the Design team is making especially the Boren Wall design and the enclosures and an overall schedule or timeline be provided to the Committee to keep track on the different projects.

Ms. Sheehan asked about the next meeting and a comment was made about an upcoming Construction Management plan targeted for completion in February and the next Design Commission meeting on March 3.

VI. Adjournment and scheduling of next meeting

Ms. Sheehan proposed to hold the next meeting after the Design Commission meeting on March 3, 2016.

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