



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
Nathan Price
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 #6

March 14, 2016

Approved TBD*

Meeting minutes will be approved at the following meeting still TBD.

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

Members and Alternates Present

Jeff Dvi-Vardhana	Ted Klainer	Nathan Price
Douglas Holtom	Alex Hudson	Carl Tully

Presenters

Brad Hinthorne	Perkins + Will
Mark Brands	Site Workshop
Rachel Jenner	Providence
Kurt Winje	Sellen Construction
Mike Rybert	Sellen Construction
Daria Supp	Perkins + Will
Marjorie Brown	Perkins + Will

Staff and Others Present

Maureen Sheehan	DON
Jim Erickson	Resident
Ward Wright	Resident

I. Opening and Introductions

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

II. Housekeeping

Ms. Alex Hudson made a motion to approve Meeting minutes #5 dated January 20, Mr. Jeff Dvi-Vardhana seconded. With the quorum present, the Committee unanimously approved the minutes.

Mr. Mark Brands mentioned that the goals for tonight’s meeting are to review the revised public benefit package for the Block 95 alley vacation and the Minor Avenue skybridge, present on the Boren façade and a presentation from Mr. Kurt Winje and Mike Ryberg regarding the Construction Management Plan (CMP).

Mr. Brands began that prior to the March 14th SAC meeting, the team met with the Design Commission and discussed the work that is being proposed on the Boren Wall, the First Hill Park contribution, and the Public Arts program. He noted that there are now currently three proposed petitions, and two of these petitions need public benefit, Block 95 Alley vacation and the Minor Skybridge.

The Marion Street skybridge is no longer being proposed, due to Swedish opting to keep the Marion Street skybridge rejoining it when the NW Tower is complete. He commented that the team took the public benefits from it and repackaged them to the Block 95 alley and the skybridge.

III. Design Team Presentation (00:07:25)

Boren Avenue Façade

The team initially proposed having art and large supergraphics, but decided not to go into that direction. The team went back to the Design Board and came up with a new proposal. This new proposal was shared with a public meeting last week at the Frye Museum that was hosted by the First Hill Improvement Association (FHIA). According to the MIMP, the setback was 10 ft. but the Design Team decided to have a setback of 15 ft. which provides a very generous buffer and sidewalk and becomes a public benefit.

Ms. Supp discussed the architecture of the façade. The landscape feature is an integral component of the façade and its setback. They are currently addressing the pedestrian scale and the identity for Swedish. She commented about the different elements that are important to the pedestrian. The design team will be introducing some bench elements as well as an identity element that will focus on the use of a Swedish blue that can be transformed by days and night.

The green material is a metal panel with a vine growing in order to create a green wall. It is 12-15 ft. high along the whole façade. It is tall and relative to the pedestrian level, and when it is exposed behind the benches, it has a board form concrete for texture. The light element on the façade consistently expands by the entire elevation of the wall. The design team would like the ventilation feature to recede at the back for the pedestrian experience. This feature would make the pedestrian walk through a garden space.

Ms. Alex Hudson asked if the current trees will be retained. Some will be but most will be replacing or new large canopy trees. Ms. Hudson mentioned that there is one tree, a Tulip tree, they are trying to save, and Mr. Brands noted that they met with Urban Forestry to confirm it will stay.

Ms. Hudson commented about the idea of planting large canopies, but inquired on how it would look in a few years. Ms. Supp said they have been thinking about it and identified the best possible scenario. Mr. Brands pointed out that the metal can be a welded wire mesh, while it is maturing, the vines will grow very quickly.

Ms. Hudson noted about the importance of the benches throughout First Hill having arms.

She also asked whether the vines will wrap around Columbia and Cherry. Ms. Supp mentioned that green will not wrap, but the blue elements will.

Ms. Supp commented that the story around the façade is about night and day, and the Swedish identity, as it reads one way during the day and it starts to glow at night in a different way.

Public Benefits Summary (00:17:44)

The team redefined the public benefits package into the Block 95 and Minor Skybridge.

The team was not able to convince King County Metro to put a bus shelter along Boren or along Seneca Street that is adjacent to the First Hill Mile. Also, the Pronto Program, the team learned that the program is being considered by the City Council to manage the program, but there were too many unknowns to suggest it to become a public benefit. Swedish is pursuing the program and still wants a Bike Share program at Cherry Hill as well as First Hill.

Mr. Brands showed a diagram that described what they shared at the last meeting. They did receive an approval of a pedestrian controlled light at the corner of James and Minor, which is a big win for both the community and Swedish.

With regards to the skybridge, the team repackaged some of the elements found within the Marion Street skybridge, there is a focal point below the bridge on Minor, and added a garden and art space on the Marion Street space.

Block Alley Vacation Public Benefits (00:20:07)

Mr. Brands mentioned that on the First Hill Mile, they began working with SDOT, Traffic Operations, Urban Design and Forestry staff to plan the street improvement process. They made sure to standardize the improvement process without affecting the design. These improvements include sidewalks and crossings, wayfinding, tree planting and art.

Along the Bank of America site at Marion to Madison, some of the improvements include replacing the parking stalls with an expanded planting area, reduced drive-thru exit from 3 to 2 lanes and having a conversation with SDOT with regards to replacing existing trees and planting new trees.

Along Minor and Seneca, the proposed improvements include curb bulbs on each side of Seneca, the bulbs contain sidewalk gathering space with seating elements and planting, as well as wayfinding elements on the corners, and all have been worked out with Traffic Operations.

Along University and Summit, there is a traffic circle and the team is currently working on who will take care of ongoing maintenance of the traffic circle.

Along Boylston and Seneca, there will be curb bulbs on each side of Seneca and where the art programs are located. The design team has had discussions with Metro to elongate the curb bulbs so the bus stays in lane which was preferred rather than getting out of the lane and pulling back out. In the event the bus route goes away, the community will be left with more open space.

Along Boylston and Spring St. is another traffic circle with plantings to match those at Spring and Minor.

The team is working to identify the ownership of the street trees along the First Hill Mile. Adjacent properties have the responsibility of maintaining and taking care of some of these trees.

Mr. Brands showed a diagram of the proposed street tree replacements along the First Hill Mile. Ms. Hudson asked if these trees are replacements or additions and Mr. Brands responded that they are both.

Mr. Dvi-Vardhana asked about the structures of the proposed street tree replacements and Mr. Brands responded that these has been vetted through an urban plan improvement process and the Urban Forestry Commission.

The planned wayfinding vertical marker are for visitors and patients who want to explore and know more about the neighborhood. The design team worked with SDOT on the design. It is a metal post and powder coated for brightness and durability. The team would like the sign to stand out and are working to develop its contents.

With regards to the First Hill Park contribution, Swedish will contribute \$500,000 for park improvements that FHIA received a Small and Simple grant to hire a landscape architect to provide a conceptual design. The funds will go to the Parks Department and they are responsible for managing the project and hiring a project manager and staff planner.

The team interviewed six artists out of twenty-seven and selected two artists to work on the curb bulbs on the corners of Minor, Seneca, and Boylston. The panel selection consists of Swedish, Design Commission, members of the neighborhood, as well as local artists.

He mentioned about voluntary setbacks on Minor and there has grade changes in order to encourage the retail business.

Along the Columbia Street improvement, he mentioned about ROW improvements that has a rain garden, where rain water is collected to maintain this feature.

He mentioned Cherry Street improvements where the curb is pushed out in order to develop a strong relationship with the retail business.

With regard to pedestrian crossing at Boren and Cherry, Mr. Brands commented that it is preferred over Columbia Street because it connects Cherry Street all the way to downtown and it is important for the City and the public in general.

Minor Ave Skybridge

There are six proposed public benefits for the Minor Avenue skybridge.

The first benefit is the Minor Avenue Garden. It is about 6,000 sq. ft. accessible to the street edge and has the best view along the corridor. This is on level with the street that slopes at a grade of 5%. The team had multiple discussions with SDOT regarding a raised intersection, and they felt that this section is okay because it is a key intersection.

The Marion Avenue Garden exists between the Swedish parking facilities and the NW Tower. It is accessible to the Summit alignment and there is an escalator between Arnold and the Nordstrom Pavilion that becomes a new entry to Swedish.

The Public Art Gardens along Marion Street and Minor Avenue provide a curated public art collection. This provides the next invitation to artists to populate the garden with art so it becomes a Sculpture garden.

The other public benefits include the Minor Avenue raised intersection and ROW improvements that enhances pedestrian safety and streetscape.

Ms. Hudson asked if the proposed traffic signal at Spring St. and Boylston goes in before or after the Whole Foods development. Mr. Brands commented that he does not know the timing, and Ms. Hudson suggested to talk to Columbia Pacific about their construction management plan.

Ms. Hudson asked about what was missing when the skybridge was taken off the public benefits plan. Mr. Brands responded that the items were taken are the raised intersections, Pronto, and the bus shelter.

A comment was made about how to compensate the level of continuity and connection through the campus if it is taken away. Mr. Brands commented that they are in the process of building out and reducing the crossings as well as building a stronger and safer pedestrian experience.

Construction Management Plan (CMP) (01:15:58)

Mr. Kurt Winje and Mr. Mike Ryberg from Sellen Construction Company made a brief presentation about the CMP.

Mr. Winje mentioned that they are sending communication out to both Swedish and the surrounding communities. They are working with the Swedish Marketing and Communication group to provide consistent and uniform updates. The communication from Sellen are more construction-centric and currently they are setting up a communication website and collecting information from Swedish regarding contact persons.

Ms. Nancy Rickert is the primary liaison and construction contact person as she directs and creates the communication content and distribution. Questions, comments, and inquiries are sent to the main office and directed to Ms. Rickert.

He showed a partial list of the construction notifications and mentioned that the list will expand as the project moves into its different phases.

He noted that monthly construction updates are posted to the website. Mr. Tully mentioned to Ms. Hudson that she could reference the link on the FHIA website. Ms. Hudson also offered her assistance to create a listserv contacts for the construction activity notices.

Mr. Rybert mentioned special events in the vicinity related to the construction project and this will be also communicated around the nearby neighborhood.

Mr. Winje and Mr. Rybert discussed the construction hours, i.e. the standard hours of construction as well as the second and third shift schedule. Mr. Winje commented that the second shift work will be limited to smaller crews and the activities will include clean ups.

Mr. Tully mentioned that specific details regarding noise, construction haul routes, street closure reroutes, milestones, and transportation are summarized in the CMP. The communication plan includes a timeframe on how the project is progressing so that the nearby communities know what to expect.

Ms. Hudson commented to make the signage more transparent to the neighbors so they can see the how work is progressing. She asked if the Committee votes tonight to support the CMP, if the Committee's task is done. Mr. Brands noted that the design team would like to be in front of the Committee to answer some of the questions and go through the CMP again. This process is tied to the permitting process.

Mr. Tully mentioned that Sellen will be working with Ms. Hudson to gather a list of contact names for the communication plan.

Ms. Hudson made a motion to support the CMP package and Mr. Holtom seconded. With the quorum present, the Committee unanimously support the CMP package.

IV. Public Comment and Questions (00:51:14)

Mr. Ward Wright – Mr. Wright commented that he is excited about the street improvements and it does not raise any eyebrows on what is being done. He would like to know more information about parking lot changes, but he was pleased overall for the additional sidewalk improvements.

V. Committee Deliberation and Vote (00:52:19)

Ms. Sheehan commented that the concept plan was no longer in the list. Mr. Brands commented that since the Committee is implementing what was discussed, there is no reason to retain the plan. He commented about a plan to include the frontages, but SDOT determined that is not useful as properties are redeveloped.

Ms. Hudson asked why the crosswalks across Marion on Minor are not hatched, and requested if these can be hatched. Mr. Brands noted that SDOT does not want to do it because of the high maintenance activity. He noted that since it is in the existing arterial on the Mile, the design team asked for an exception.

Mr. Douglas Holtom inquired about the retail space on Block 95. Mr. Brands noted that the lobby level is at a ground level and it slopes to Columbia up to Cherry by 6% where the frontage is accessible and also creates retail route accessibility.

Mr. Tully commented to address the comments on the public benefit which is the 5 ft. addition to the right of way. Mr. Brands would like for the Committee to support the Boren façade.

Ms. Hudson commented about making sure that the façade would not look like a version of the Jones Pavilion at Virginia Mason. She requested to have an opportunity to bring color and design to make it more appealing.

Mr. Dvi-Vardhana asked if the Frye Museum is aligned with the façade structure. Ms. Supp noted that they have had a strong relationship with the Frye and made sure they provided places to sit, but the overall relationship is to work together.

Mr. Tully commented that the project is moving in the right direction. Some of the comments he heard are a good start for the project, and suggestions for more transparency at the pedestrian level and introducing areas to sit. He liked the proposal for the Wayfinding signage along the First Hill Mile that provides good direction. He was curious about the blue striping and wanted to make sure it is brought to SDOTs attention regarding maintenance. He also commented about the concept of creating continuity and would like to hear more about how to sustain and maintain the integrity of the mile.

Ms. Hudson commented about the issue of the yellow material used as a surface at the curb and encouraged the design team to push SDOT on installing a better material to achieve tactility and grit to the surface.

Mr. Tully suggested it would be helpful to look at the MIMP required open space compared to what is being proposed for public benefits.

Mr. Tully asked for a motion to reaffirm and support the public benefit package. Ms. Hudson made a motion in support of the public benefit and Mr. Dvi-Vardhana seconded. With the quorum present, the Committee unanimously support the motion.

VI. Adjournment and scheduling of next meeting

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

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